

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 259.—Vol. X.]

LONDON: SATURDAY, AUGUST 8, 1840.

[PRICE 6D.]

CORNWALL.
MESSRS. SHUTTLEWORTH AND SONS are instructed to **SELL BY AUCTION**, at the Mart, on Friday, August 21, at Twelve, by order of the court of directors of the St. Hilary Mining Company, the valuable **LEASE** or **SETT** of the **WHEAL LEEDS MINE**, in the parish of St. Hilary, Cornwall, with the rights, liberties, and appurtenances thereunto belonging, and all the engines, water-wheels, machinery, apparatus, gear, tram roads, artificers' tools and implements. May be viewed, and particulars had of the St. Hilary Mining Company, 15, Great St. Helen's at the Mart, and of Messrs. Shuttleworth and Sons, 28, Poultry.

THE GODOLPHIN MINES, CORNWALL.
UNRESERVED SALE.
VALUABLE MINES, ENGINES, AND MACHINERY.
TO BE SOLD, BY PUBLIC AUCTION, on Monday, the 10th day of August next, at Four o'clock in the afternoon, at the Angel Inn, in the borough of Helston, subject to such conditions as will be produced at the time and place of sale, all those HIGHLY PRODUCTIVE TIN AND COPPER MINES, called the GODOLPHIN MINES, situate in the several parishes of Breage and Crowan, in the county of Cornwall, on which several engines have been erected, together with the valuable machinery and materials thereon. These mines are in full course of working, and are producing large quantities of tin and copper ore; the prospects are highly flattering, and a personal inspection is invited, for which every facility will be afforded.
For a view of the mines, apply to Capt. Thos. Richards and the agents thereon; for further particulars, application must be made to Capt. Wm. Richards, Rosneath, Marazion; Mr. Henry Trefusis Smith, solicitor, Devonport; Messrs. Simmons, Pennington, and Simmons, solicitors, Truro; or Messrs. Grylls and Hill, solicitors, Helston.—Truro, July 5.

MINING INVESTMENT.
TO BE SOLD, BY PRIVATE CONTRACT, pursuant to arrangements made for dissolving the late company, and settling their affairs, THE DARTMOOR UNITED TIN MINES,
with the machinery, implements, and materials, consisting of a water-wheel for pumping, 24-feet diameter, and 4-feet breast, another wheel for stamping, 24-feet diameter, and 34 feet breast, with all usual connections of rods, bores, and necessary appendages for draining the mine and stamping the ore; to effect which, there is a powerful and never failing supply of water belonging to the sets; ten fathoms of 10-inch, ten fathoms of 9-inch, and ten fathoms of 7-inch pumps, working pieces, clack doors, &c., capstan shears, whims and pulleys, kibbles, ropes, smiths' and carpenter's tools, timber, iron, and sundry new and old mining materials.
There are several lodes in these sets, on two of which, called the Gobbets, Dely Hole, and other lodes, considerable trial has been made, by sinking an engine-shaft forty fathoms, and driving levels at an expense of nearly £5000, in the course of which some good courses of rich tin ore have been discovered, the sale of which has produced nearly £1000.
These mines are situate near the villages of Hexworthy and Hockaby, on Dartmoor, about nine miles from Ashburton, and eleven from Tavistock, and the Dartmoor and Plymouth Railroad is only about three miles from the works.
There appear to have been very extensive workings on the backs of these lodes by the old tinners, the levels are extending, and from the quality of the tin, and the formation of the lodes that have been already worked upon, experienced miners agree in opinion that large quantities of tin ore will be discovered under these old workings, which will amply repay a liberal outlay to sink the mine, and extend the levels below the at present comparatively shallow levels, and which course of working the present company have been prevented from adopting, solely from disagreements among the adventurers, which have led to the dissolution of the company.
Unless these mines and materials are sold in one lot, on or before the 31st day of August next, there will be a **PUBLIC AUCTION, to sell** all the before mentioned materials, in such lots as may be decided on at the time of sale, which will be held on the mines, on Thursday, the 20th day of August next, precisely at Twelve o'clock at noon.
To treat for the purchase, and to obtain further information, application may be made to Messrs. Whitford and Bennett, solicitors, Plymouth; or Mr. Bridgman, solicitor, Tavistock.
Dated 31st July, 1840.

POSTPONEMENT OF SALE.
DARTMOOR UNITED TIN MINES AND MATERIALS.
—This SALE is POSTPONED from the 7th to the 20th of August, when it will be held on the premises, pursuant to the previous advertisement.
C. V. BRIDGMAN, and WHITEFORD and BENNETT.
July 31.

MERTONTHORPE, FREEHOLD ESTATE AND LEAD MINES.
**TO BE SOLD, BY AUCTION, at the Eagles Inn, in the town of Machynlleth, on Wednesday, the 26th day of August, 1840, between the hours of Four and Five in the afternoon, subject to conditions to be then and there read, all that excellent and compact freehold, messuage, tenement, and lands, with the appurtenances, called TYDDIN Y BRIDDELL, in the parish of Towyn, in the county of Merioneth, comprising a farm house and out buildings, in good repair, and upwards of 180 acres of land, now in the occupation of Mr. William Jones, at the annual rent of £40.
The farm adjoins the turnpike road from Towyn to Machynlleth, is distant from the latter town seven miles, from the former five miles, and is within two miles of the improving and much admired watering place of Aberdovey.
The rest paid by the tenant is not to be taken alone as a criterion of the value of the farm, as about eight acres of it consists of woodland, but the best guide in estimating its worth are its lead mines.
These mines are well known, and have been profitably worked for many years, but they have never been so systematically and effectually worked as they are at present.
They have been recently let to a company for twenty-one years, subject to the royalty of 25s. per ton. The ore already discovered is very considerable, but the indications of further improvement are so strong as to leave no doubt that the mines will turn out to be some of the best in the principality; and no better proof need be adduced of the high opinion entertained of them, than the fact of the shares being already at a premium of 50 per cent.
The proprietors have kept 20 shares out of the 100 in their own hands, which the purchaser will have the option of buying if desirable.
The tenant will show the premises, and further particulars may be had on application to Messrs. John and Hugh Hughes, solicitors, Aberystwyth.**

MR. GEORGE ROBINS has received the instructions of the excellent proprietor, Michael Henry Head, Esq., to **SELL**, without any limit as to protecting price, by **PUBLIC AUCTION**, at Gresham's Hotel, Saville-street, Dublin, on Thursday, August 27, at twelve, in one lot, a magnificent **ESTATE**, freehold of inheritance, known as the **FERRY CASTLE PROPERTY**, which, for its splendour and renown, stands high amongst the most favoured throughout Ireland. The estate is free from that fearful pest to agricultural improvement and the yeoman's comfort—the middle man. All are yearly tenants, the title is unimpaired, and the use of a splendid figure is unknown throughout this vast district—the consequence is a total absence of political differences or disturbances. Having thus cleared the ground of the great difficulty that has but too frequently prevailed in the minds of the timid English capitalist, it may be well to point out a very few of its multifarious advantages. The mansion stands on an elevated position, 100 feet above the level of the water, suited to a nobleman, on the bank of the far-famed Shannon, the finest river in the empire. In front is a splendid lake, embracing 100 square miles of water, 20 miles in length. The domain extends to 4000 acres of land, highly cultivated, and in the occupation of a happy and contented peasantry. The best illustration of this circumstance is the fact that the area is literally a mere landscape. The mountain scenery is really of surpassing beauty; the cloud-capt mountains, with their bright aerial tints, rising in majestic grandeur, until they seem to approach the clouds—the mighty lakes, like oceans of liquid silver—the valleys teeming in wild fertility, present a scene of such grandeur, beauty, and variety, as quite to forbid the hope of conveying a just idea of it by description. The views extend over three whole provinces of Ireland, and thence terminated by the vast Atlantic Ocean—
"Its mighty waters ever rolling on
"Their myriad countless waves."
It is a scene well calculated to elevate and impress the human mind, and incline it better to estimate "the perfect paradise below." The fisheries and the field sports may safely challenge competition. Millions of water fowl congregate on the vast lake. Independently of the immense annual revenue from the lands, there are extensive slate quarries, of which the engineer's report speaks most intelligently. Mr. Head's favoured works, producing 400,000 per annum, are not at all expensive. Also copper and lead mines, which will realize an immense income. Much more might be said in praise of Ferry Castle, but Mr. Head, however, prefers to entrust of the intended competitors to seek ocular demonstration. The vast resources acquired by this princely territory has rendered it indispensable to indulge the nobility and travellers visiting Ireland by throwing open wide the domain two days in each week throughout the year. An immense additional income is within reach by those who have money at command, by building 10 or 150 villas on the banks of the lake. The estate is in the quiet unpolitical part of Ireland, thirteen miles only from the city of Limerick. Particulars and plans, and a drawing of the castle may be had at the residence of Mr. Robins, at his offices, 44, Moorgate-street; Mr. David Daly, solicitor and receiver, Fitzwilliam-street, Dublin; at Messrs. Pym and Richards, George-street, Hanover-square; at Gresham's Hotel, Dublin; the Auction Mart; and at Mr. George Robins's office, London. N.B. The title is clear, concise, and intelligible.

MINING MATERIALS FOR SALE.
WHEAL GILL MINE, near South Cadarn, between Callington and Liskeard.
TO BE SOLD, BY PRIVATE CONTRACT, the whole of the Machinery, Working Implements, and Materials—consisting of an excellent STEAM ENGINE, of 36-inch cylinder, and Boiler, complete; Capstan, shears, Whims, Whim Ropes, &c.; forty fathoms of 9-inch Pumps, &c., &c. For further particulars, apply to Mr. W. Woodman, the purser, on the Mine, as above; or at 27, New Broad-street. The Sett will be disposed of with the materials, and affords a favourable opportunity of investment.

FOR SALE BY PRIVATE CONTRACT, at OWEN VEAN MINE, Penrynshire, the undermentioned MATERIALS, viz.:—One 70-inch CYLINDER ENGINE, 10-feet stroke in the cylinder, and 8 feet in the shaft, with two boilers complete.
Two large Capstans and Shears complete,
120 fathoms 16-inch Capstan Rope,
50 fathoms of 12, 13, and 14-inch Connection Rods, with faggotted Plate and Pin to match,
150 fathoms 8 and 9-inch Rods, with Plates and Pins to match,
40 fathoms 7-inch Rods, with Plates and Pins to match,
Two large Balance Bores,
One Angle Bob,
One 34 feet 18-inch H-piece, with Top Door to match,
One 3-feet 16-inch H-piece, ditto, ditto,
One 3-feet 14-inch H-piece, ditto, ditto,
One 12-feet 17-inch Plunger Pole, with Case, Stuffing Box, and Gland to match,
One 9-feet 13-inch ditto, ditto,
One 9-feet 9-inch ditto, ditto,
One 12-feet 17-inch Working Barrel,
One 9-feet 12-inch ditto,
One 9-feet 10-inch ditto,
One 10-feet 6-inch ditto,
Two 6-feet 17-inch Clack Door pieces,
One 6-feet 12-inch ditto,
One 6-feet 6-inch ditto,
One 6-feet 5-inch ditto,
Two 17-inch three 16-inch, one 15-inch, one 14-inch, one 13-inch, two 12-inch, one 4-inch, and one 3-inch Windbores of different lengths,
41 fathoms 18-inch pumps,
20 fathoms 14-inch ditto,
20 fathoms 13-inch ditto,
6 fathoms 12-inch ditto,
6 fathoms 7-inch ditto,
One 2-feet 17-inch Matching Piece,
One 18-feet Water wheel, 10-feet breast, with turning lathe, &c., complete,
Also a large assortment of smiths' and miners' tools.
Application for any of the above to be made to Capt. Thomas Richards, or the agents at the mine, and for further particulars to
July 20. Capt. RICHARDS, Rosneath.

IRON WORKS AND COLLIERIES.—TO CAPITALISTS.
An opportunity is afforded whereby a gentleman possessing capital, may acquire an interest in an undertaking of considerable promise, and on which from £45,000 to £50,000 has been expended in the opening of several seams of coal, and the erection of two furnaces and other buildings appertaining to ironworks. The present sale of coal is from 150 to 200 tons a week, which will be considerably increased upon the winning of one or more other seams, and a large quantity of coke and ironstone is on the bank preparatory to "blowing in" the furnaces which is contemplated at an early period.
The amount required as a starting capital, and to perfect the works, is also to acquire an ample stock of materials on bank, is estimated at £15,000 to £20,000, which sum the present proprietors are desirous of obtaining, by admitting a partner to an interest in the works, full details of the capabilities of which will be rendered, and every facility afforded for acquiring information. The proprietors would not object taking up £20,000, on mortgage of the property, for a certain term, with option, if considered desirable on the part of the mortgagee, to take an interest in the works within a given period, as may be agreed upon. Mr. Harvey Kew, Esq., 27, New Broad-street, City, possesses the necessary information which may be required in the first instance, to whom communication, by letter, may be made, or an interview appointed with that gentleman.

TO BE LET ON LEASE.—All those SEAMS OF BITUMINOUS AND STEAM-PACKET COAL, lying under the PERTHE-GLYSON ESTATE, situate in Taif Vale, within eighteen miles of Cardiff, and six of Merthyr Tydfil. There are several veins of from four to nine feet in thickness, all cutting large, and the stratification is very favourable to profitable working. The Glamorgan Canal passes right through the property, and the Taif Vale Railway runs within fifty yards of it, so that this colliery will have the great advantage of a ready carriage to the sea, and the capability to be to any extent, as to annual quantity and duration. The proprietor is desirous of embarking a considerable share of the capital necessary for outlay. For further particulars, apply to William Brough and Son, mineral surveyors, Neath, Glamorganshire.

TO MINE OWNERS.—WANTED, by a Gentleman who has great experience in Lead Mines, to take the superintendence of any company's works, also the counting-house department. Would have no objections to go abroad. Apply (post-paid), to Mr. Sterlings, Mrs. Reynolds's, Tynemouth, Northumberland.

TO THE MINING AND SHIPPING INTEREST.—Her Majesty's Royal Letters Patent, for Improvements, has been granted to ANDREW SMITH, engineer, Mill-wall, Poplar, and Princes-street, Leicester-square, for his improved method of making Ropes of Wire instead of Hemp, applicable to various purposes. The patent consists of a method of preventing oxidation, and combining Wires in such a manner that they are more flexible than any hemp rope of the same strength, and the appearance of the rope much improved. In consequence of the great strength of the material, it has been found by experiments made in Her Majesty's Dockyard at Woolwich, by order of the Lord Commissioners of the Admiralty, that a two-inch Patent Wire Rope bore half a ton more strain than a seven-inch hemp rope. For instance—a hemp rope, one hundred fathoms long, used in a deep pit, weighs upwards of a ton; a Patent Wire Rope of equal strength, is only one third that weight—hence the difference of working or winding up the two ropes is found to be a saving of three horse power by the use of the Patent Wire Rope, and 30 per cent. in price. The annexed scale of tests of Hemp and Wire Ropes, along with the comparative sizes and weight, will at once be apparent—this rope has been in use upwards of three years.

TESTS OF HEMP AND PATENT WIRE ROPE.
Showing the comparative size and weight per fathom for equal strength.

Size of Hemp Ropes.	Weight Per fathom.	Size of Patent Wire Rope.	Weight Per fathom.	Equal to a strain.
Inches.	Lbs. oz.	Inches.	Lbs. oz.	Tons, cwt.
3	2 4	1 1/2	1 4	3 10
4	3 15	1 3/4	1 9	3 10
5	6 0	2 1/4	2 14	5 15
6	9 0	3 1/4	3 9	8 0
7	13 3	3 3/4	3 9	9 11
8	14 3	3 3/4	3 10	9 11
9	19 6	4 1/4	4 4	13 6
10	23 0	4 3/4	4 11	14 6
11	30 0	5 1/4	5 11	19 5
12	36 8	6 1/4	6 13	23 4

The following test has also been made at the Chain Cable Proof House, at Withy-moor, near Dudley, July 25, 1840, for which a certificate has been given by the proprietor of the machine.
(Signed) SAMUEL LEWIS.

Description.	Size.	Broke at Breaking.	Second Breaking.	Third Breaking.	Weight per Fathom.
Flat.	4 by 4	11	11 1/2	6	3 7 4
"	24 by 3	7	7 1/2	4	1 4 15
"	3 by 3 1/2	2	2 1/2	2	2 5
Round	3-inch.	16 1/2	17	8	7 0
"	2 1/2-inch.	12	13	5	5 13
"	1 1/2-inch.	4 1/2	7	4	1 2 13

It will be seen by the above, that, instead of breaking short, like chain or hemp rope, it took three separate strains to break it entirely.
Further information may be obtained on application to William Fox and Co., licensed sole manufacturers, or Mr. Andrew Smith, the patentee, at the offices, 70, Old Broad-street, City, where specimens of the various ropes may be seen; and also at the office of Fox, Hawkins, and Hickling, Birmingham.
MANUFACTORY—MILL-WALL, POPLAR.

Published this day.
PAPERS ON IRON AND STEEL.—Practical and Experimental, with copious Illustrative Notes. By DAVID MURRAY, Esq. In one large 8vo. volume, with plates, price 10s.
London: John Weale, 55, High Holborn.

POLYTECHNIC INSTITUTION, 309, Regent-street, London.
—The arrangements of the laboratory being now perfected, analyses, and assays of earths and metals, will be made, under the immediate superintendence of Mr. Maugham. The value attached at the present moment to the several descriptions and properties of earths, renders their correct analyses matter of infinite importance to the agriculturalist—mineral properties, hitherto unexplored, too frequently escape observation, and their value being realised alone from the want of knowledge, or the various minerals being subjected to analyses. The proprietors of landed and mineral property, as well as the practical miner, and the capitalist, are now enabled, at an easy cost, to acquire accurate and detailed information with reference thereto, application being made, either personally, or by letter, to Mr. Maugham, at the institution, 309, Regent-street.
The institution is open daily, where are exhibited the several models and working machinery, which have of late proved so attractive, embracing, among others, Hall's Hydraulic Belt, the Daguerrotype, the Diving Bell, Col. Pasley's Voltaic Experiments, Mr. Green's Propulsion of the Balloon, with daily lectures on the Steam Engine, Heat, Electricity, &c.
Catalogues, containing accurate descriptions of the several models and articles exhibited, may be had at the rooms.

TO IRON MASTERS AND FOUNDERS.—The committee of management of the WORKINGTON GAS LIGHT AND COKE COMPANY are ready to RECEIVE TENDERS for about the following quantity of MAIN PIPES, turned and bored joints, and made of the second run metal:—

Yards.	inch.	each pipe 9 feet long, to weigh	cwt.	0	each
224	3	"	2	0	0
341	4	"	3	0	0
988	5	"	4	0	0
778	6	"	5	0	0
1778	8	"	8	0	0
1880	10	"	10	0	0

The whole of the 4-inch and 5-inch pipe to be delivered at Workington (carriage free) not later than the 19th September—the remainder in a fortnight afterwards, free of carriage.
Tenders to be addressed to Mr. H. Rowes, Secretary to the Gas Company, Workington, on or before the 15th of August, 1840.

MONEY ON MORTGAGE.—WANTED TO BORROW
FIVE THOUSAND POUNDS AT FIVE PER CENT. INTEREST, in sums of not less than £100, on Mortgage of the TOLLS and DUES of the DUFFRY, LLYNL, and PORT CAWL RAILWAY and HARBOUR COMPANY, pursuant to the powers of the Act of Parliament (3d Victoria) in that effect. The interest will be punctually paid, half-yearly, either to the mortgagees, bankers, or by remittance. The Tolls and Dues now exceed £4,500 per annum, and are rapidly increasing; the present charge on them is £1000 per annum.
Application may be made to William Lewis, Esq., the company's solicitor, at Bridgend, in the county of Glamorgan; or to Lewis R. Fitzmaurice, B.N., Port Cawl, Pyle, in the same county.
By order of the committee, LEWIS R. FITZMAURICE, Clerk to the Company.
Port Cawl, July 15.

THE EAST INDIAN STEAM NAVIGATION COMPANY, BY WAY OF THE MEDITERRANEAN, EGYPT, AND THE RED SEA.
To be incorporated by Royal Charter. Capital £50,000.
CHAIRMAN—T. A. CURTIS, Esq.
DEPUTY CHAIRMAN—J. F. LARKINS, Esq.
DIRECTORS.
John Bagshaw, Esq. James Mackillop, Esq.
Henry Gouger, Esq. Jacob Montefiore, Esq.
Benjamin Harding, Esq. Captain Alexander Nairne
Captain A. Henderson John Pirie, Esq. Alderman
Frederick Hodgson, Esq., M.P. Henry C. Roberts, Esq.
Charles Kerr, Esq. Alexander Rogers, Esq.
Captain W. C. Lempriere B. Tharburn, Esq.
William Little, Esq.
With power to add to their number.
AUDITORS—Sir John Rae Reid, Bart., M.P.; Sir J. H. Pelly, Bart.
SOLICITORS—Messrs. Freshfield and Sons.
BANKERS—Messrs. Roberts, Curtis, and Co.
SECRETARY—R. Macdonald Stephenson, Esq.
SUPERINTENDENT OF BREAK WATERS—Captain James Barber.
TEMPORARY OFFICE—3, Tokenhouse-yard, Bank.
From detailed calculations which have been made on those data which experience has abundantly furnished, this undertaking will yield a profit of Eleven per cent. upon the paid-up capital, without taking into account any revenue for Post-office services.
The vessels will be constructed of such tonnage and power as to be applicable to the route by the Cape of Good Hope, in case of any interruption to that through Egypt.
Full particulars and prospectuses may be had at the office, and applications for shares will be received till the 31st of September next.

HOLMES'S PATENT FOR IMPROVEMENTS in the CONSTRUCTION OF IRON SHIPS, BOATS, AND OTHER VESSELS; also, in means for preventing the same from foundering; also in the application of the same improvements, or parts thereof, to other vessels.
From the *Inventor's* Advocate, July 4.
"All persons who examine this patent, must admit Mr. Holmes to have fully established the principle insisted on in his report to the East India Committee, in the year 1838, of the practicability of building iron ships without iron to stiffen, and on the indispensable necessity of the adoption, not only of much larger ships than had been contemplated, but that it was equally indispensable, in point of profit, that they should be built of iron, and by the adoption of his improvements a great reduction in the first cost of wear and tear would be effected. Many parts of these improvements are, however, equally applicable to wood ships, as regards safety to the passengers; and wherever they are adopted, we cannot conceive any case of circumstance in which a ship can be placed in danger. In the fullest sense of the word, they become life-boats, without waste of room, or extra cost."
Applications for licenses to be made to Mr. Holmes, 21, Cornhill, London; or to Mr. Holmes, Civil Engineer and Naval Architect, 6, Cannon-row, Westminster, and where plans and specifications are prepared, with every practical detail, for the builder's contracts for every class of iron vessels.

NEW PATENTED SYSTEM OF FILTRATION—more Rapid
and Economical than any hitherto employed in England. The Paris company are willing, at their own cost, to establish a filter for fifty gallons per minute for any first rate firm in London, who will permit it to be seen by interested parties. For licenses, apply free (and to whom a proposition for the whole patent of the United Kingdom may be addressed), to Mr. J. E. Podskis, 4, Adelphi-chambers, Strand, to Mr. Braithwaite, White Lion-court, Cornhill; to J. Hugo, Esq., Birkenhead, Liverpool; and to Jackson Walton, Esq., Glasgow.

SLATE WORKS.—To a Company, or Individual, desirous of
OPENING A SLATE QUARRY, the opportunity of a favourable speculation is now offered on a freehold estate, in the quiet and delightful neighbourhood of Ulverston and the Lakes, in the county of Lancaster. "A. B." Newbybridge, Lancashire, will direct a person to show the premises, and will receive proposals.

STEAM COALS.—NEWPORT, MONMOUTHSHIRE.—It
has been proved by the experience of the GREAT WESTERN STEAM-SHIP, that the only coals to be depended upon for CROSSING THE ATLANTIC, are those produced from the NEWPORT MINES, on the eastern side of the Welsh mineral basin. Trial has been made, on board the *Great Western*, of almost every sort of coal; of the Llansamlet, Graigol, and Brinderry, in South Wales; of coal from Newcastle and Liverpool; of Scotch from the east and west coast; and also of Pictou, in Nova Scotia. Every sort has been tried to yield to the vast superiority of the NEWPORT COAL, which possesses the following excellent qualities:—It performs more work with a smaller quantity, does not burn the bars, nor does it clinker, and it leaves little but dust to throw overboard. It is very enduring, keeps well, and yields but slowly to atmospheric influence.
Any quantity may be had delivered on board in the UK, or Newport River, by applying to Messrs. Ann Ross and Co., coal shippers, Newport, Monmouthshire.

THE PATENT SAFETY FUSE.
FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:—
"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."
Manufactured and sold by the Patentees, RICEFORD, SMITH, and DAVEY, Camborne, Cornwall.

THAMES TUNNEL.—Open to the public every day (except
Sundays), from Nine in the morning until dark. Admission 1s. each. Entrance is on the Surrey side of the river, and near the church at Rotherhithe. The Tunnel is seven hundred and twenty-five feet in length, brilliantly lighted with gas, and the Road is now advanced to within thirty-five feet from the West Wall at Wapping.
By order, J. CHARLES, Clerk to the Company.
Wapping, August, 1840.

FRIDAY, JULY 31.

Carried to Cuba last month, 1661 tons 11 cwt.—Remainder on cargo, 1373 tons. W. NEWCOMB.

PUBLIC COMPANIES.

MEETINGS.

LONDON AND GREENWICH RAILWAY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the proprietors will be held at the London Tavern, Bishopsgate-street, on Tuesday, the 18th day of August, at Twelve for One o'clock precisely, to consider the means of raising the capital necessary for widening the railway, and for providing station room to be exchanged with the London and Croydon Railway, pursuant to the Act of this session, and to receive the report of the committee to whom the claim of Mr. George Walter was referred at the last general meeting.

By order of the board,
London Tavern, August 6.
J. Y. AKERMAN, Sec.

LONDON AND BLACKWALL RAILWAY COMPANY.—Notice is hereby given, that the next HALF-YEARLY GENERAL MEETING of proprietors will take place on Thursday, the 27th of August, at the London Tavern, Bishopsgate-street, London, at Twelve for One o'clock.

By order of the board,
London, August 1.
WILLIAM ROUTH, Chairman.
J. WARMINGTON, Secretary.

NORTH AND SOUTH WALES BANK.—Notice is hereby given, that the FOURTH YEARLY GENERAL MEETING of the proprietors of the stock of the North and South Wales Bank, will be held at the Clarendon-rooms, South John-street, on Friday, 21st instant, to receive the report of the directors on the business of the year ending 30th June last, and to elect three directors, viz., one in lieu of the gentleman who goes out by rotation, and is eligible for re-election, one in place of the late Benjamin Thomas, Esq., and one in place of a director who has resigned.

By order of the board,
Liverpool, August 6.
THOS. A. CORLETT, General Manager.

DIVIDENDS.

CONSOLIDATED COPPER MINES OF COBRE ASSO- CIATION.—Notice is hereby given, that a DIVIDEND OF ONE POUND per share will be paid to the holders of certificates in this company, at the office of the association, 26, Austin Friars, on and after the 18th day of August next, between the hours of Eleven and Three o'clock.

The proprietors are requested to leave their certificates at the office, for examination, three clear days before the day of payment.
By order of the court of directors,
26, Austin Friars, July 21.
WILLIAM LECKIE, Secretary.

COPIAPO MINING COMPANY.—Notice is hereby given, that at the Annual Meeting of Proprietors, held on the 30th ultimo, a DIVIDEND OF FIFTEEN SHILLINGS per share was declared; the same will be payable at the company's office, on Tuesday, the 1st September, and following days, between the hours of Twelve and Three. The dividend warrants must be left at the office for examination two days previous.

By order of the directors,
22, Austin Friars, August 4.
FRED. GRELLER, Sec.

MINING COMPANY OF IRELAND.

"INDUSTRY—ECONOMY—PERSEVERANCE."
The board of directors of the Mining Company of Ireland hereby give Notice, that a DIVIDEND, at the RATE OF TEN PER CENT. PER ANNUM, upon the company's deposited capital stock, for the half-year ended 31st of May, 1846, will be PAYABLE on and after the 1st of September next, at the company's office, 27, Lower Ormond Quay, Dublin, and at the office of Messrs. H. and J. Johnston and Co., Bush Lane, London. THE BOOKS FOR TRANSFER will be CLOSED from the 18th August to the 1st September.

By order,
Dublin, August 4.
RICHARD PURDY, Secretary.

LONDON AND WESTMINSTER BANK.—The directors hereby give notice, that a DIVIDEND OF THREE PER CENT. upon the paid-up capital of the bank, will be payable on and after the 10th of September next, at the bank, Lothbury, for the half-year ending the 31st of June, 1846, being at the rate of 6 per cent. per annum. The transfer books will be closed from the 17th of August to the 10th of September.

ST. HILARY COPPER MINING COMPANY.—Notice is hereby given, that at a Special General Meeting held on the 27th instant, it was resolved, that the shareholders be allowed to PAY UP the two last CALLS till the 10th of August next, after which day all shares on which said calls are not paid will be absolutely FORFEITED.

N.B. Several influential shareholders being of opinion that the Wheel Leads Mine holds out better prospects than it has hitherto done, have agreed to purchase the same, provided it does not exceed a fixed price, intending in the case to form a new company, and to allot the shares, in the first instance, to such of the shareholders in the St. Hilary Mining Company as have paid, or shall pay, on or before the 10th of August, all calls on such shares as have not already been forfeited.

18, Great St. Helen's, July 28.
HENRY REIMER, Sec.

ST. HILARY COPPER MINING COMPANY.—Notice is hereby given, that at a Special General Meeting held on the 27th instant, it was unanimously resolved that the company be DISSOLVED, and that the directors be empowered to dispose of the Wheel Leads Mine, with all the materials, by Public Auction, and to wind up the affairs of the company with the least possible delay.

18, Great St. Helen's, July 28.
HENRY REIMER, Sec.

THE AGRICULTURAL AND GENERAL LIFE ASSURANCE COMPANY.

29, NEW BRIDGE STREET, BLACKFRIARS, LONDON.

Capital £50,000, in 10,000 shares of £5 each.—Deposit £5 per share.

TRUSTEES.
General the Hon. Sir Alexander Duff, K.C.H.
Major-General Alexander, H.C.B.
James Duff, Esq., M.P.

The affairs of the company to be under the direction and control of the

BOARD OF MANAGEMENT.
Sir James Brown, of Coulston, Bart.
William Bell, of Prince's-street, Hanover-square, Esq.
Richard Brown, of Wigmore-street, Cavendish-square, Esq.
Alexander Gordon, of Fludyer-street, Westminster, Esq.
Henry Kerr, of Orchard-street, Portman-square, Esq.
Herman Lewis, of Gordon House, M.A.
John Macdonald, of Norfolk-street, Esq.
Thomas Pemberton, of Cadogan-place, Esq.
George Robinson, of Stone Buildings, Lincoln's Inn, Esq.
Thomas Russell, of St. James's-square, Esq.

With liberty to add to their number.

AUDITORS.
Robert B. Pollard, of Bemell House, Middlesex, Esq.
Charles Hutton Gregory, of Croydon, Esq.

MEDICAL OFFICERS.
George G. Sigmund, M.D., F.R.S., 24, Dover-street.
William R. Bigham, of Chester-street, Grosvenor-place, M.D.
Edward W. Pollard, of Broadwood-square, Esq.

SECRETARIES.
Messrs. Coutts and Co., Strand.
London and County Joint Stock Bank, 71, Lombard-street.
Royal Bank of Scotland.

Nothing is more uncertain than the life of a single individual, and the sense of this uncertainty has given rise to the establishment of Life Assurance Companies, their object being to equalize vicissitudes, and to render the pecuniary relations of mankind independent of individual casualty.

The managers have availed themselves of the numerous authentic sources of information applicable to the subject, and caused an original and extensive set of Tables to be constructed, which, for all the ordinary cases of Assurance, present the lowest rate of premium that can be offered without compromising the safety of the institution. The premiums for each particular case may be ascertained at the office.

ADVANTAGES PRESENTED BY THE COMPANY.
The board of management is composed of shareholders and policy holders, the majority being assured to the extent of £500 each with the institution.

The trustees to be nominated by the Metropolitan board, and by the local committees, the majority of the latter in each case to be the holders of policies for the term of life for £1000 and upwards.

The funds of the company to be vested in the trustees, none of whom are to be shareholders, but all of whom may be policy holders, who are to have a power of intervention in the affairs of the institution for the protection of assureds.

No severance to be made of the assurance fund, nor any dividend paid upon the capital stock, until a report approved by the auditors, shall have been made of the debts, credits, and precise state of the institution, showing the estimated profit, a cautious reserve to protect against casualties, and the sum applicable to meet the outstanding engagements to the trustees, who are vested with a veto against the payment of an excessive dividend.

No claim upon a policy to be resisted, except upon the authority of a special report and recommendation of the committee of the district within which the policy was effected, showing a fraud upon the company, or some well grounded objection to an unjust demand.

All claims payable within one month after proof of death.

Ten per cent. on the sum assured may be received immediately after satisfactory proof of death shall be afforded, whenever the circumstances of the claimant shall render such an accommodation essential.

No proof of birth required after a claim shall arise, as the age of the assured will be at all times admitted to the policy.

Fraud only to vitiate a policy, and all disputes to be settled by arbitration, at the option of the assured.

Policies assigned, or duly deposited as equitable securities with creditors, not vitiated by such assignment, or the hands of justice.

Policies forfeit if non-payment of premiums renewable upon satisfactory certificates of health, and the payment of the premium in arrears, with interest thereon, with a small fine, to be fixed by the board.

Premiums and others to whom it may be inconvenient to appear before the board will be attended by the medical officers of the establishment.

A committee of the managers and the medical officers attend daily for the dispatch of business at the office, where every practicable facility is given for the completion of proposals for assurance, and where every requisite information relative to the establishment may be obtained.

C. F. KIRKMAN, Esq., Resident Manager.

A reserve of shares has been made for appropriation in the country, and applications for them, and for the office of Agent to the institution, in the different towns of the Kingdom, are requested, addressed to the resident manager, at the office of the company.

CONSOLIDATED COPPER MINES OF COBRE ASSO- CIATION.

At a Half-Yearly General Meeting of the proprietors of this association, held at the office of the company, No. 26, Austin Friars, this 31st day of July, 1846.

RUSSELL ELLICE, Esq. (chairman), in the chair.

The advertisement calling the meeting, and the report and financial statement having been read, the following resolutions were then adopted:—

It was moved by Mr. Richards, and seconded by Mr. Thomson Hankey, jun., and carried unanimously,

That the report now read be received.

Capt. Hine next moved, Mr. Bruce seconded, and it was carried unanimously,

That the thanks of this meeting be given to Mr. Michael Mahon (the agent of the company at St. Jago de Cuba), for his continued good management, and for his unremitting attention to the interests of the company.

That this meeting likewise desires to express its high sense of the meritorious conduct of Captain William Reynolds, and of the able and zealous discharge of all his duties as mining captain, and of the diligence and activity displayed by the sub- captains and superintendents under his direction.

The warm and cordial thanks of the proprietors to the directors were then moved by Mr. Richards, and seconded by Sir Henry W. Lock, and carried unanimously.—Dated July 31.

LAMENTABLE LOSS OF ELEVEN LIVES AT MOSTYN COLLIERY.—SUBSCRIPTIONS TO RELIEVE THE SIX WIDOWS AND THIRTY CHILDREN of the Eleven Colliers who were killed by the recent accidents by fire damp at the Mostyn Colliery, and also to relieve FIVE other Colliers who were severely burnt at the same time. The Hon. Edward Mostyn Lloyd Mostyn 25s., Messrs. Eytton and Co., Mostyn Colliery, 20s.; David Pennant, Esq., Downing, 15s.; Lord Mostyn, Penryn, 10s.; the Lady Emma Pennant, Downing, 10s.; Henry English, Esq., Editor of the "Mining Journal" and "Mining Review," 5s.; Sir Edward Mostyn, Talacre, 5s.; Sir John Williams, Roddwyddan, 5s.; Thomas Harrison, Esq., Raitheby, 5s.; Rev. Thomas Pennant, 5s.; Thomas Mather, Esq., 5s.; Joshua Walker, Parker and Co., 5s.; Messrs. Eytton and Co., Dee Green Colliery, Flint, 5s.; Rev. R. Briscoe, Vicar of Whitford, 5s.; Funeral Offering, 11s. 6d.; Peter Parry, Esq., Coroner, Mold, 5s. 3s.; Thomas Vickers, Surgeon, Holywell, 2s. 2s.; Lord Bishop of St. Asaph, 2s.; The Dean of St. Asaph, 2s.; Miss Machin, Downing, 1s.; Thomas Glynn Jones, Mostyn Quay, 1s.; John White, Coast Officer, Mostyn, 1s.; John Dawson, Esq., Gronant, 1s.; E. Wyatt, St. Asaph, 1s.; Sir Henry Browne, St. Asaph, 1s.; John Sisson, Esq., Plas Coch, St. Asaph, 1s.; J. Wilson, Liverpool, 1s.; Matthias Dunn, Esq., Newcastle-on-Tyne, 1s.; Robert Parry, Mold, 1s.; Mrs. Eytton, Kinsale, 1s.; David Jones, Swan Inn, Rhewl, 1s.; Thomas Lewis, Esq., Highfield, 1s. 4s. 6d.; Rev. F. Lythgoe, 1s. 1s.; R. J. Mostyn, Esq., Caecelod Hall, 1s.; Arthur D. Gardner, Holywell, 1s.; John Davies, Agent, Mostyn Colliery, 1s.; William Cathedral, Buckley, 1s.; various subscriptions, 2s. 1s. 1d.—Total, 181s. 1s. 1d. Upper Loyal Lora Mostyn Lodge of Independent Odd Fellows, 3s. 1s. 6d.

Further subscriptions will be thankfully received and acknowledged by the Rev. R. Briscoe, Vicar of Whitford, near Holywell; by Messrs. Eytton, of the Mostyn Colliery; and also at either of the Holywell banks.

PUBLIC COMPANIES.

MEETINGS.

Tregollan Mining Company .. 6, St. Mildred's-court .. Aug. 8 ... 1.
Preston and Wyre Railway .. 11, King William-street .. 10 ... 2.
Hibernian Mining Company .. 6, Austin Friars .. 12 ... 12.
Irish Waste Land Improvement Co. .. 27, Old Broad-street .. 12 ... 12.
British Rock and Patent Salt Company .. 6, Great V'inchester-street .. 12 ... 12.
Hartlepool Dock Company .. Hartlepool .. 12 ... 12.
London and Greenwich Railway .. London Tavern .. 18 ... 12.
Combarlin and North Devon Mines. On the Mine .. 19 ... 12.
Birmingham Water Works Company .. 17, Paradise-street .. 20 ... 11.
North and South Wales Bank .. Clarendon Rooms, Liverpool .. 21 ... 7.
General Steam Navigation Company .. 69, Lombard-street .. 23 ... 1.
National Patent Salt Company .. 20, King's Arms-yard .. 25 ... 1.
North Midland Railway Company .. Commercial buildings, Leeds .. 25 ... 1.
London and Blackwall Railway .. London Tavern .. 27 ... 12.
Great Western Railway .. Merch. Venturers Hall, Bristol .. 27 ... 12.
Eastern Counties Railway .. London Tavern .. 27 ... 1.
London and Brighton Railway .. London Tavern .. 27 ... 1.
Great Leicester and Munster Railway .. 62, Moorgate-street .. 28 ... 1.
United Hills Mining Company .. 5, Adam's-court .. Sept. 3 ... 2.

Manchester & Birmingham R'way .. 51, August 8 ... As former calls.
Porth Cawl Iron and Coal Co. .. 101 ... 13 ... St. Mildred's-court.
Mexican Company .. 10s. ... 15 ... Masterman and Co.
Eastern Counties Railway .. 17 ... 17 ... London & Westminster Bank.
Northern and Eastern Railway .. 18 ... 18 ... Smith and Co.
Bastenne and Goulas Bittumen .. 19 ... 20 ... Union Bank, Moorgate-street.
Cheltenham & Gt. Western R'way .. 24 ... 24 ... As former calls.
North American Colonial Ass'n .. 21 ... 21 ... Smith and Co.
West Wheel Jewell Mining Co. .. 10s. Sept. 1 ... London & Westminster Bank.
City of London Gas Company .. 151 ... 2 ... Dorset-street.
Equitable Reversionary Society .. 15 ... 15 ... Coutts and Co.
Porth Cawl Iron and Coal Co. .. 101 ... Oct. 13 ... Union Bank of London.
General Reversionary Society .. 14 ... 14 ... Hankey, Fenchurch-street.
Cambridge Iron and Spelter Co. .. 241 ... 21 ... London Joint-Stock Bank.
British Colonial Bank and Loan .. 26 ... 2 ... Moorgate-street, London.

DIVIDENDS.

European Gas Company .. 39, Finsbury-circus .. Aug. 1.
South Canadian Mine .. 12s. 6d. per sh. East Cornwall Bank, Liskeard .. 5.
National Reversionary Invest. .. 63, Old Broad-street .. 5.
Consolidated Copper Mines of Cobre .. 2s. per sh. 2s. Austin Friars .. 18.
Mining Company of Ireland .. 10s. per sh. 10s. Dublin .. 1.
Copiapo Mining Company .. 12s. per sh. 22, Austin Friars .. Sept. 1.
Van Dieman's Land Company .. 6s. per sh. 55, Old Broad-street .. 1.
Wicklow Copper Mine .. 5s. per sh. 22, Tokenhouse-yard .. 7.
London and Westminster Bank .. 3s. .. Bank, Lothbury .. 10.
British and Colonial Trust Co. .. 4 per cent. 414, West Strand .. 10.

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.

[Length of Line, 113 miles.]
The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending the 1st day of August .. £16,322 3 6
For merchandise for the same time .. 1,836 3 1
Cattle .. 198 15 0
Total .. £18,356 19 7

GREAT WESTERN RAILWAY.

[Length of Line opened, 63 miles.]
Traffic Returns for the week ending 3d of August .. £323 15 9
Mails, parcels, and merchandise .. 96 5 0
Total returns for the week .. £420 1 9

LONDON AND SOUTH-WESTERN RAILWAY.

[Length of Line, 70 miles.]
Total receipts for passengers, parcels, &c., on this line for the week ending the 3d of August, £766 3s. 4d.

EASTERN COUNTIES RAILWAY.

[Length of Line opened (to Brentwood) 17½ miles.]
Passengers to July 26th .. 344,739
Ditto, for the week ending the 3d of August .. 16,731
Total passengers .. 355,470

LONDON AND BLACKWALL RAILWAY.

[Length of Line, 3½ miles.]
Total receipts for passengers for the week ending August 6th .. £789 1 3

LONDON AND GREENWICH. [Length of Line, 3½ miles.]
Week ending 6th August .. £1207 3s. 3d.
LONDON AND CROYDON. [Length of Line, 10½ miles.]
Week ending 6th August .. £966 14s. 3d.

LATEST CURRENT PRICES OF METALS.

LONDON, AUGUST 7, 1846.

Item	Price	Item	Price
Iron, Eng. Bar	0 0 7 1/2	Copper—Foreign	(dy. 8s.) 0 0 0
Do. Cast in Wales	6 15 0	Do. Brit.—Blocks	0 0 0
Hoops	10 10 0	Do. Bars	0 0 0
Sheet	10 10 0	Do. do.	0 0 0
Pig, No. 1	4 15 0	Do. do.	0 0 0
Do. in Wales	3 15 0	Tin Plates—s.c. (bks.)	1 10 0 to 1 12 0
Do. in Eng.	12 0 0	Do. do.	1 14 0 to 1 16 0
Foreign—Sweden, c.n. ad. 100	12 0 0	(Others in proportion.)	
Russian c.n. ad. 100	13 0 0	Lead, Brit.—Pig	18 5 0
Duty 30s.	14 0 0	Sheet	19 0 0
per ton	18 10 0	Shot	21 0 0
Wicks, Eng. Blistered	25 0 0 to 45 0 0	Red	21 0 0
Cast do. do.	45 0 0	White dry	27 0 0
Shear do. do.	45 0 0	Do. (gd. in old)	25 1/2 0
Foreign—Sweden in kg. ad. 100	18 0 0	Do. (gd. in old)	25 1/2 0
Duty 20s.	19 0 0	Foreign—Spain	0 0 0 to 1 12 0
per cent. Milan	0 0 0	Do. do.	0 0 0 to 1 12 0
Copper, Brit.—Cast	91 0 0	For delivery	0 0 0 to 21 3 0
Tin	90 0 0	English Sheets	23 0 0
Sheets	18 0 0	Quicksilver—(dy. 12 lb. per lb.)	0 3 11

REMARKS.—The iron market is somewhat firmer.—Copper, tin, and lead remain stationary.—Spelter is firm, but dull of sale. In other metals no alteration.

METEOROLOGICAL JOURNAL, 1846.

Day	Thermometer	Barometer	Wind	Cloud	Moisture
Thurs. 28	54 to 73	30.05	W. on 28th	10	30.12
Friday 29	51 to 67	30.07	W. on 29th	10	30.14
Saturday 30	44 to 74	30.13	W. on 30th	10	30.07
Sunday 1	49 to 79	30.13	W. on 1st	10	

Wind S.W. on the 28th; N. on the 31st ult.; W. on the 1st inst.; S.W. on the 2d; W. on the 3d; N. on the 4th; and N.E. on the 5th. On the 30th ult. overcast, a little rain fell during the evening—since generally clear.

PERIODIC FALL OF METEORS.—We have to remind our readers that Monday next, the 10th inst., is about the time for the predicted return of the meteoric phenomena—perhaps better known by the name of the "November Meteors."

CHARLES HENRY ADAMS.

Mining Journal Office, 37, New Broad-street, 1st August, 1846.

NEW WORK ON THE IRON TRADE.

The Number of the MINING REVIEW this day published contains the Seventh Part of the Paper on the IRON TRADE, by Harry Scrivenor, Esq.—this work will be completed in Twelve Monthly Parts, and so arranged as to form a separate volume at the end of the year; in addition to which, the MINING REVIEW contains—A Paper on the Manufacture of White Ropes from Iron Wire, by Mr. Albert—Product of the French Mines—Memoir of Mr. John Cockerill (of Seraing), by Count Hamal—On the Employment of the Gases that Issue from Blast Furnaces—On the Use of Turf in Manufactures—The Explosive Force of Hydrogen Gas—Geological Speculations: Origin of Metals—On the Management of Reverberatory Furnaces—Sulphur Island in the Archipelago—Gilding of Metals by Electro-Chemical Action—Important Discovery of a Field of Coal in Turkey—Mercury—Our Coal Mines and their Capabilities—Geological Curiosity—Product of Mines in Cornwall for the six months ending 30th June last—Product of Copper Ores sold at Swansea during the same period—Steam-Engine Duty Tables, &c., for June.—The MINING REVIEW is published at the office, as above, on the 1st of each month, price SIXPENCE.

THE FUNDS.—SATURDAY MORNING.

ENGLISH FUNDS.

Bank Stock, 173½
3 per Cent. Reduced, 90½ 1½
3 per Cent. Consols Annuitants, 90½
34 per Cent. Anns., 1818, 90½
34 per Cent. Reduced Anns., 90½ 1000

FOREIGN FUNDS.

Belgian Bonds, 5 per Cent., 102½
Brazilian Bonds, 5 per Cent., 79½
Chilian Bonds, 6 per Cent., 44½
Columbian Bonds, 1824, 6 per Cent., 25½
Russian Bonds, 5 per Cent., 114

SHARES.

Bolinas, 35
Brazilian, Imperial, 18 19
British Iron, 32½
Cape, 10
Eastern Counties Railway, 14 14
Great Western, 182 3 3
Ditto New, 57 7 3 64
Hull and Selby, 48½
London & Brighton, 27½ 1 1
London and Blackwall, 21½ 1 1
London and Croydon, 12
London and Birmingham, 180 1 80
Ditto 3 Shares, 29

GOLD AND SILVER.

Foreign Gold in Bars (standard) .. per oz. £3 17 9
Foreign Gold in Coin, Spanish Doubloons .. 0 0 0
Do. Franc pieces .. 20 Franc pieces .. 0 0 0
New Dollars .. 0 4 10
Silver in Bars (standard) .. 0 5 0

NOTICES TO CORRESPONDENTS.

PRICES OF METALS.—We have submitted the communication of Messrs. Williams, Foster, and Co., to the metal broker under whose superintendence our Price list is placed, who states that the price affixed by him to sheet copper (14 lb. lb.) is correct—that the article can be purchased for that sum in the market. At the same time we feel it due to state, that having communicated with another metal house, as smelters, the price named by them was the same as that offered by Messrs. Williams, Foster, & Co.—11½d. per lb.—while that quoted in our list is 14d. We notice the circumstance thus prominently, as the assertion of the gentleman who furnishes us with our weekly prices is at variance with two large smelting-houses.

TALACRE COAL AND IRON COMPANY.—We have since our last had an application from Mr. Adams with reference to our remarks which appeared in the last week's Journal, as regards this company, to which we can only say, that on our information we place every confidence, whether he admits the fact or otherwise. We declare on authority, which may be made evidence in a court of law, under different circumstances than those which affect or influence us, that there are good grounds for believing, or at least raising the question, that Mr. Adams has not paid the money—that the stone has not been sold—and, in fact, that it is an accommodation bill. If the directors will allow this assertion to be put forward with our reply, the opinion of the shareholders and the public may be guessed at. We have more to say on the subject.

MR. JOHN DAVIS.—We have received a letter from this gentleman in reply to the letter of "J. B. D." which appeared last week, but as not putting forward any novel feature, and indulging in personalities, we must decline inserting. We know "J. B. D." and have reason to believe that some, if not all, of the assertions made by him are well founded. Mr. Davis must excuse us if we decline furnishing the name of our correspondent, as being a course unusual.

LEAD ORES.—In our tabular matter of this week will be found the particulars of the late sale at Flint. We are sensible of the jealousy existing on the part of the smelters, as to publicity being given to the "tickings," and have to thank our correspondent, who, we trust, will continue to transmit the statement from time to time, which will meet with ready insertion in our columns.

The length to which our remarks on the "Tin Trade" has been carried, must plead our excuse for the several subjects of the "Patented Wire Rope"—the "Hydraulic Belt"—the "Polytechnic Institution"—"Holmes's Patent for Improvement in Steam Navigation"—the letter of Captain Moorsom on "Railways in Ireland," and other papers, standing over—but which, we hope, to be able to notice next week.

EMPLOYMENT OF CHILDREN IN MINES AND QUARRIES.—We had some observations on Lord Ashley's motion in type, which must remain over.

TO CORRESPONDENTS AND SUBSCRIBERS.

The OFFICE of the MINING JOURNAL is removed from Gough-square to 37, New Broad-street, City, to which address all advertisements, communications, &c., must, in future, be directed.

THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, AUGUST 8, 1846.

The importance attached to all proceedings having reference to the late measures adopted by the majority of the Tin Mining Interest, and which have been remarked upon in our columns, induces us to devote some space to a consideration of the course pursued by the managers and adventurers in the "Charlestown Mines," a meeting having been held, pursuant to notice on the 29th ult. In noticing passing events, and offering to our readers such observations as may suggest themselves, when considering the effect which this measure is likely to produce, as well as the injury which may be calculated upon to ensue from a want of unity on the part of those interested in the question, we have alone one object—the interest of the miner. If, therefore, our views be not entertained by all, this we feel assured will be readily admitted, that we are honest in our purpose, and feeling that we are so, the "Tin Question," as well as the "Sulphur Question," and others which may call for remark, will ever find in us a bold unflinching advocate.

The position taken by the miner is viewed, as we well know, and as indeed is naturally to be expected, by the smelter, as an inroad on a system which has been prejudicial to the mining interest, while it has benefitted the smelter, who with a want of honesty and foresight has sacrificed the former. We have oft had occasion

dependence. This spirit is so novel in itself, as regards Cornwall, that we can hardly express surprise that the smelter should have doubted the earnestness of the parties with whom this desirable change emanated, while its success naturally leads him to consider what may result therefrom. If it be admitted that the tinner have rendered themselves independent by the course they have pursued, and that they have thus crushed the hydra-headed monster of monopoly and combination, then we can well imagine that the question will arise—Will not this system, if found beneficial to the tinner's advance and progress, be the means of inducing the copper miner to follow the example set him? It is only natural that the smelter should put this question to himself, while he may feel assured that it is one which has not been lost sight of by the copper miner.

The success of the new measure must, and will be, a death blow to the smelter—it will teach the smelting interest a practical lesson, not easily to be eradicated from their memory, and will be viewed as the precursor of other measures emanating from the miner and capitalist, which will extend itself to the copper trade. Heretofore the produce of our mines, whether tin or copper, has passed through three hands (nominally) ere it came to the manufacturer—the miner, the smelter, and the merchant—the two latter interests were combined, the smelter became the merchant, and, by his mercantile speculations and business, controlled the market for ore, and fixed the price at which the miner should sell his produce—thus placing the latter in the hands of the smelter. A change, however, has "come o'er the scene;" the miner, reflecting on the position in which he is placed, and looking back upon the ruinous consequences attendant on the system hitherto practised by the combination of the smelter with the merchant (in one and the same person), has wisely determined on being his own smelter, and thus to amalgamate the operations of the miner with the business of the smelter, leaving to the merchant to carry on his mercantile pursuits with all the ability he may possess, but determined not to furnish the article in which the merchant deals without a fair price being given to the producer.

Such is the present state of things; and the correctness of the view entertained by the miner may be thus plainly put. Suppose, for a moment, that, in the case of the manufacture of iron, the miner raising the ore should render it to the smelter, who, instead of charging him a certain price per ton for smelting the ore, and rendering it marketable, or be immediately interested in the double capacity alluded to, should also combine with his occupation of smelter that of merchant; and, therefore, having produced his pig-iron, should then go into the market to sell the material so produced. What, then, would be the result? the rivalry between the smelter-mercantile body might lead (as has been the case with tin) to ruinous prices; and here we would observe, that where the miner and smelter is associated in the one instance, there is no reason why they should not be in co-operation in the other, instead of leaving to the merchant and smelter the means of precluding the miner from obtaining a fair return for his labour and capital employed. The reckless conduct observed by the unnatural junction, as has been too plainly exemplified, proves that the miner must protect himself. At the ticketing, or sale of black tin—the price is cut down—the miner is compelled to sell, and possesses not the advantage of putting an upset price, or withdrawing his parcel, after it shall have come before the meeting.

We have referred to the case of iron manufacture, as one parallel with that of the tin trade, and which we cannot but consider as fully illustrative of the position we assume. We will suppose the miner in getting his ironstone, or ore, to be similarly placed to the tin miner—that is, not working on his own account as a smelter, but merely raising the raw ore—what, we ask, would in such case be the state of our iron trade? If we disconnect the miner from the smelter, and that we combine the smelter (or iron master) with the iron merchant, we should find that an outcry would be raised on the part of the operative miner, that the price paid for the ore was not remunerative, this would be a natural consequence; and such it is practically proved is the conclusion at which the tin miner has arrived—having well weighed the position in which he is placed, by the smelter sacrificing him to the merchant—the two offices being held by one individual.

We deem the subject to be one of too much importance to be treated upon in a single article, and more especially when we reflect upon the proceedings at the meeting of the adventurers in the "Charlestown Mines" having terminated in the decision that they would be no parties to the new measure; this will be found treated upon in another part of our Journal, while we cannot allow a matter so important and rife with interest to escape our especial attention. It is satisfactory at least to know that seven-tenths of the tin mines (as to produce) have adopted the arrangements entered into, and that the voice of miners and adventurers is almost universal—that a few (for it will be observed only two or three individuals with proxies in their pockets carried the resolution referred to in another column) should oppose the measure, can only be ascribed to want of judgment or want of honesty.

We must refer to the article on the tin trade for such other observations as we feel called upon to make, and which will, we feel assured, be read with considerable interest. We have taken some care to acquire information, and trust that while the detail will be found correct, we shall at least have performed our duty, and fulfilled the office we have assumed to ourselves—that of being the miners' friend and advocate.

LATEST INTELLIGENCE.

CAMBRIDGE, AUGUST 6.—Average standard, 1131. 3s.—Average produce, 7.—Quantity of fine copper, 188 tons 10 cwt.—Amount of sale, 13,9411. 4s. 6.—Average standard of last sale, 1091. 5s.—Produce, 8.

PRICES OF SHARES IN LIVERPOOL.—Eastern Counties Railway, 141. 12s. 6d.; Great Western, new, 561. 10s.; London and Birmingham, 1811.; London and South-Western, 581. Manchester and Leeds, half-shares, 401. 15s.; Midland Counties, 891. 10s.; North Midland, 871.; Paris and Rouen, 21. 8s. 9d.—Liverpool Banking Company, 81. 10s.—*See our Liverpool Advertiser.*

PRICES OF SHARES IN BIRMINGHAM.—National Provincial Bank, 351. 18s.—London and Birmingham Railway, 1771.; Grand Junction, 2331.; Great Western, 1031.; London and South-Western, 581.; London and Brighton, 281.—*Midland Counties Herald.*

THE TIN TRADE.

We have, in another part of our Journal, adverted to the measures lately adopted by the mining interest, with the view of protecting themselves, in the arrangement entered into with the houses of Fermin de Tastet, and Co., and Vigors, Batten, James, and Co., for the smelting and sale of the tin, and it is with regret we feel called upon to make any observation which may reflect upon gentlemen connected with the mining interest, or to enter into those details which are better understood, and which should be, indeed, confined to those immediately interested. We will, however, at once proceed to the matter at issue.

A meeting of the proprietors in the Charlestown Mines was held on the 29th ult., at which the following resolutions were submitted:—

Moved by Mr. Vigors, and seconded by Mr. T. Melhuish, 1. That inasmuch as the general measure adopted by so large a proportion of the tin mining interest of the county shows a very strong opinion in favour of it, and the consequence of the adventurers in the Charlestown Mines, from the large quantity of tin raised by them, is necessary to give it a fair trial, it is agreed that the tin of these mines be sent to the two companies of Vigors and Co. and De Tastet and Co., on the same terms, and under the same regulations, as the other mines, for the ensuing six months.

Moved by Mr. Morcom, and seconded by Captain Barratt, 2. That a committee of the undersigned gentlemen be appointed for the purpose of endeavouring to treat with Messrs. Vigors, Batten, James, and Co., and De Tastet and Co., for the produce of these mines for the next six or twelve months, as they may think most advisable.

Moved by Mr. Richard Taylor, and seconded by Mr. Richard Harvey, 3. That it is the opinion of this meeting that no sufficient reason has been shown by the deputation from the committee of tin mines to induce the adventurers in these mines to depart from their practice of selling black tin by public competition, and that the managers be directed to make all future sales by public ticketings, or by receiving tenders for it from all smelters, as may seem to them most expedient.

The several resolutions having been submitted to the meeting, it is with regret we have to announce that the third resolution, as moved by Mr. Richard Taylor, and seconded by Mr. Richard Harvey, was passed—the mover and seconder, with the chairman, being the only supporters; and here we may remark, that Capt. Barratt who seconded one of the resolutions, holds one-twelfth of the mine, while Mr. R. Taylor, who moved the adverse resolution, and which was carried, holds no direct interest.

It may be said, as was observed by an adventurer in our presence a day or two past, if the newly-adopted plan be of advantage to the miner, how is it that Mr. Taylor does not at once accord with the views generally entertained? while, at a meeting held to consider these points, the good sense and practical knowledge of those present would, it might be naturally expected, at once determine the best course—our answer was simple, and thus we give it to our readers. Mr. Rundle was in the chair; Mr. Richard Taylor (son of Mr. John Taylor) and Mr. Richard Harvey (the smelter), one of the firm of Messrs. Williams, Harvey, and Co., were present on the occasion; these three gentlemen were the only parties who opposed the measure, and how did they do so?—not by argument, but by proxies. If votes were alone to be counted, either personally or by proxy, and no argument admitted, whereby conviction might arise, then it were as well that no meeting had taken place, the result of which was previously well known to those gentlemen, having a majority of votes in their pockets, although they might be in no way directly interested—the holders of the shares so represented by them being (as we believe) in total ignorance of the merits of the question which it was proposed to discuss.

A question so important, not only with reference to the tin mines of this country, but also as regards the relative position of the miner and smelter, has never before come under our notice, and therefore is it that we devote space and attention to the subject, trusting, as we do, that our readers will narrowly watch, not only us in the course we pursue, but that which elicits our observations—the conduct of the smelters, and the effect which it has on the mining interest. We will now endeavour to "track" the proceedings of the parties who oppose the measure, and put forward some figures, from which those interested may draw their own conclusions.

The principal parties who have opposed the measure, as affects the determination of the adventurers in the Charlestown Mines, are Mr. John Taylor (represented by his son, Mr. R. Taylor), Mr. Richard Harvey (a smelter), and Mr. Rundle (a banker of Tavistock); and of these gentlemen—we state on good authority—Mr. J. Taylor and Mr. Rundle had previously expressed their approval of the measure. The agents of the mine attended at the several meetings held at Helston, and Mr. Taylor recommended a trial of the proposed measure for six months. At the meeting held on the 29th ult., it appears that Mr. Vigors, of the house of Fermin de Tastet and Co., as also a deputation of the committee of the Tin Mining Interest, were present—but, of course, after what we have already stated, as to the power in the pockets of the gentlemen said to represent the interests of the adventurers, and the worthy chairman—discussion or argument, or even fact adduced, would be idle.

That the position in which the tin trade now stands may be well understood, we submit the following statement:—The whole quantity of tin sold at Redruth, from Jan. to May, 1840 (5 months), was . . . 8311 tons.—at Treloweth, for the same period . . . 12281. making a total in five months of 2060 tons, or an average monthly produce of 412 tons.

Of this quantity the mines which have not yet joined sold—Charlestown 299, Polgooth 881, Budnick 105, Rocks 641, Carnon 62, Poldice 81, Trevidee 31, North Towan 21, Rosewell-hill 13, Trevascus 181, St. Endor Consols 81, Great Consols 31, Wheal Unity Wood 11, St. Blazey Consols 1, Bottle-hill 31.—Total, 702, which is 1401 tons per month. The result we estimate as follows:—

Total of tin sold at public ticketings per month . . .	412 tons.
Wheal Vor—say . . .	111 "
	523 "

with private parcels, which may be taken at 71 tons a month—giving a total produce, in round numbers, of 600 tons of black tin per month, which, at 13 in 20, would give 390 tons of white tin, or 4680 tons of white tin in the year, exclusive of 250 tons of white grain tin, of which nearly the whole goes to the two houses in question. Seven-tenths of the tin is upon the new system, besides what is bought of the adverse mines—several of which are adverse from necessity, as they must have every farthing to enable them to keep going on at all.

The estimated 4680 tons of white tin, at 80s. per cwt., or 801. per ton average, is . . . £374,400

Seven-tenths ditto ditto . . . £262,080
Three-tenths of which amount to . . . 112,320

From the foregoing statement it will be apparent that seven-tenths of the produce of the tin mines of the county of Cornwall are in favour of the new measure, having, in fact, adopted it as their own; while three-tenths of the supply is submitted to public ticketing and to private monopoly, of which, however, we presume the three houses associated with the mines—viz., those of Treveile, Truro, and Charlestown—will meet their rivals in the field; and hence it may be naturally supposed that the 100,0001. worth of tin raised annually by mines, which have not concurred in the measure, will be divided, so as to render it questionable whether the independent smelters can support their respective establishments—that is, if profit and loss be the account which will determine them. It occurs to us that there is one point which has been, in a great measure, disregarded in the consideration of the question—that of nine or ten establishments, as smelting-houses, being in operation, the whole quantity of tin raised being, as shown above—say 375,0001., or, if divided, 37,5001. to each smelting establishment per annum; and if, as smelters, they derive 8 per cent., or 300001. on the capital employed, the cost of their establishment cannot be estimated at less than 100001. a-year. Now, if we take ten establishments at this rate, it is manifest that 10,0001. a-year is expended in supporting the smelting establishments, whereas, by the miners themselves confining the production to three or four houses, at a cost not exceeding 400001. or 500001. a-year, a considerable saving will be effected.

There is another position which we may here assume, as touching on figures—that of the loss sustained by the tin miner from the depressed state of the tin market, which is alone attributable to the smelter, as there can be no reason why the price of tin should not be 51. to 101. per ton higher, protected as the manufacturer is by the import of foreign tin.

Let us, then, consider the effect which a rise of 81. or 101. per ton on tin (which, but for the combination of the miner, smelter, and merchant, as evinced in the instance of the Charlestown Mines, already adverted to, would be the case) would have on our mines. Returning to the figures already given of an annual production of 375,0001., we shall find that an advance of 101. per ton would be equal to a return of

37,5001. per annum, as additional profit to the miner; or, in fact, to the Charlestown Mines something like 10,0001. to 12,0001. a-year, and this we find rejected for reasons far beyond our comprehension.

If we take into consideration the present state of the trade, and the consequences which may be expected to arise from the general adoption of the new measure, we must first determine the stock on hand held by the smelters, which is represented as being 14,000 to 16,000 blocks. This, however, we think, is an exaggerated statement, and, judging from whom it proceeds, we have no hesitation in saying that 30 to 40 per cent. discount may be allowed, and that the real quantity amounts to from 8000 to 10,000 blocks, or something more than a six months' supply for the home and foreign trade. We need hardly say, if the miners be only true to themselves—if that they were united "one and all"—they would soon starve out the smelting body, and, by rendering their ores into a merchantable state, by the means acquired by the measure to which we have so oft adverted, would realise those prices and profits which they have been deprived of by the system resorted to by the smelter.

That there may be "no mistake" as to the conduct pursued by the smelters, and to which we regret to find Mr. R. Taylor should lend himself, we may here give an instance, which we are authorised in doing by the parties directly interested. At a meeting held on the 21st ult., at the Charlestown Mines, it appears that the highest tender, or bidding, was by the Truro house (Fermin de Tastet and Co.), and the chairman accordingly announced the offer as being the highest, and awarded to that house the parcel at the price named in the offer. As the purchase, on the part of the Truro house, would necessarily affect the independent smelters, in depriving them of the ammunition for carrying on the warfare, a *ruse de guerre* was resorted to by a gentleman whose genius and abilities render him a fit engineer to carry a coup, so important to the allied forces.

Mr. Thomas Bolitho accordingly raised the question—whether the tender could be accepted, as the allowance for carriage was not stated on the ticket? and insisted upon having the tin at the offer made by their house. This question, raised so ingeniously by the talented gentleman, caused some discussion, in the course of which Captains Barratt and Morcom offered to guarantee the carriage, they having, in fifty other instances, received and accepted tickets, or offers, wherein the carriage was not noticed, it being always understood that the carriage is at the price offered. The result, however, showed that Mr. Bolitho, jun., in raising the question, knew well his ground—Mr. Richard Taylor, who was the chairman, determining in his favour, and adjudging the tin to the house represented by that gentleman. Here we think is manifest evidence of favour and affection, if not of collusion, by which the adventurers in the mine suffer—and that such collusion was admitted, will be gathered from the result which followed. A direct charge having been made by Mr. W. R. Vigors of collusion having been practised between Mr. T. Bolitho and Mr. R. Taylor in the transaction, it was agreed upon, on the part of the latter, that the same quantity and quality, and, at the same price, should be tendered out of the first produce from the Charlestown Mines in the present month to the Truro house, thus admitting the impropriety (or term it what you will) of the decision previously arrived at, and which arrangement was assented to by the parties present. But in what position is the miner, the tributer, and adventurer, placed by this arrangement? Why, the object of Mr. Bolitho being defeated to a certain extent, Mr. R. Taylor agrees that the Truro house shall, at an after period, receive an equal quantity of tin, of same produce, at the same price, and thus defeating the advantages contemplated from a public ticketing.

We have carried our notice to so great a length, that, for the present, we must avoid entering into other points which present themselves to our notice. Our intention was solely to have directed attention to the meeting of the Charlestown adventurers, but the subject is one which offers so much room for observation, that we have been led to carry our remarks to an extent beyond that contemplated.

We cannot, however, conclude, without impressing on the tinner that, if he derives not the entire advantage to be calculated from the junction of interests formed between the smelter and the miner by the new arrangement, the blame rests with those who are equally sufferers with himself from the system, but whose interests would appear to be different, judging from the part they have taken of late—a matter beyond our comprehension.

ORIGINAL CORRESPONDENCE.

MINES OF IRELAND—VALUE OF REPORTS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I have read Mr. Weaver's letter, inserted in your last Journal, with some astonishment, because he seems prepared to justify his opinions and advice respecting those mines with which he has been connected in Ireland, and wishes, evidently, to throw doubt upon the copper works now being carried on on Mr. Croker's estate, and thus adding to the injury already inflicted on Ireland by a continuation of that description of reports which has tended so much to discourage the capitalist from mining enterprise in Ireland. I shall demonstrate that Mr. Weaver has done as much as was in his power to retard mining operations in Ireland, and shall commence by referring you to his laborious report, published in the "Transactions of the Geological Society," in which he says, in speaking of the Cronbane and Tigrany Mines, which were under the management of himself and Mr. Mills, that no expectations of any continued profitable workings or results could be anticipated—the particulars I will send you on my return to town.

These mines, it may be observed, paid large dividends previous to Mr. Weaver having anything to do with them; but, in consequence of the report thus made, these mines were abandoned, and remained untouched up to 1821, when they were undertaken by Mr. Johnson, and have since that time produced nearly 300,0001. worth of ore! and are now being worked by the Messrs. Williams, of Truro, with success. I do not question Mr. Weaver's abilities as an able writer on geological or mineralogical subjects, but I'll show that everything he touched practically failed in his hands, and wherever undertaken by others prospered after him—so much so, that a failure by him has become a sort of recommendation. These two instances, of Cronbane and Tigrany, are not more palpable than Lackamore, and several others. Next week, if in town, you shall hear again from me, relative to Mr. Weaver and his reports.

August 6. I am, Sir, your's, &c., AN IRISHMAN.

[We have been favoured with a call from Mr. Weaver, and have since received a letter from that gentleman, on subject of the remarks which appeared in a former Number. The present is not the only instance which has been presented to us as evidence of the mistakes made by Mr. Weaver, or the ill effects arising to Ireland from excess of caution. We are well aware that the very circumstance of being connected with mining pursuits implies a sanguine temperament, and which requires to be quieted down by the sober advice of the geologist and practical miner. Yet it will, we think, be admitted, even by Mr. Weaver himself, that the money expended by him on account of the Hibernian Mining Company, to the amount of upwards of 100,0001. (if we mistake not), says not much for his judgment, while, in more than one instance, we believe, undertakings condemned by him have been subsequently worked to advantage.]

LLANELLY RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In the Mining Journal, of the 4th inst., I addressed some observations to you, interrogatively, as to the ownership of certain steam-boats on the river Thames; the object of which was to elicit information as to the cause of the Anthracite being kept so much in the back ground by those whose duty (to us) it was, and is, to spread as widely as possible a knowledge of the best means of using anthracite for marine steam.

I had previously observed accounts of the power and efficiency of this boat so long since as the month of November last; and, upon the 6th ult., I further observed a certificate of Messrs. Cunningham and Giles, stating that an economy of about 20s. in 60s. daily was proved in this boat over the coke boat, also employed by the same party on the same station. Subsequent to this, I have instituted other inquiries, and find that, despite the difficulty that has been experienced in securing a supply of the true fuel, and other tricks not to be mentioned here, that the Anthracite has, nevertheless, established such a character for economy and speed, that Messrs. Cunningham and Giles, in whose hands she has been the whole of the present season, have determined on incurring the expense of altering their new coke boat, the Victoria, at the end of the season, and, henceforward, for the consumption of anthracite.

This is a fact which induces me to observe, that, presuming the ownership of various boats on the Thames to be in the committee of the Llanelly Railway, their non-adoption of this fuel, after the above addi-

thougl proud of its advantages, places the honesty of their reports in a very questionable position, as regards the shareholders, who have hitherto placed every confidence in them.

I am quite surprised that the committee does not think us entitled to information on this point; and it is extraordinary, to say the least of it, that some one of the body has not responded to your call for explanation. Our hopes have been encouraged by reports of the valuable character of this fuel, for various purposes to which it had never been applied, avowedly from the want of an adequate supply which our railway was to afford; and now that our money is paid—the line open—and locomotives employed, we naturally desire to know why those who have made these statements, on which we so relied, are not the first to copy a good plan for using stone coal for marine purposes? and why they are not the first in this country to show a method for using it in locomotives?—possessing, as they do, every means for securing a perfect adaptation, viz.—engines for the necessary alterations—a road to practice on—leisure for prosecuting the trial—and knowledge at their disposal to direct it. I call upon the committee to answer these questions. Had this latter means alone of excluding the use of anthracite been adopted twelve months ago, the Cwm Amman, the Gorse Garnant, and other great collieries, about which we have had so much encouraging information, as waiting the arrival of the railway, would, doubtless, have riddled themselves ere this of a stock which must have been accumulating for the last year or two, and thus have given traffic for the past half-year, and have revived our drooping spirits by something beyond a solitary 1 per cent.

I conclude, Mr. Editor, by repeating, though, possibly, not for the last time, that it is unfair to the great body of shareholders for those members of the committee who have it in their power to extend the consumption of anthracite in marine steam, not to do so; and that it is a surrender of all hope for locomotive consumption to find that engines have been sent down to the line to work into the stone coal district with bituminous fuel.

There are some other matters connected with the business of this railway, which I shall employ my first leisure in investigating, and which, with your permission, shall form the subject of another letter.

I am, Sir, your obedient servant,

London, July 28.

A SHAREHOLDER.

[Our correspondent should remember that, however desirable it may be for himself and other shareholders that certain measures should be adopted, it is too much to expect they should be carried out at the expense and risk of any portion of the body, who, however they may be interested in steam navigation, are not the sole parties whose capital is invested, or whose views are to be entertained.]

TRETOIL MINE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As, through the medium of your excellent Journal, many explanations have taken place, to the satisfaction of adventurers in mines who reside in London, it is possible that some one of your numerous correspondents will favour us with a little light on the management of the Tretoil Mine. The produce of ore from this small mine has been more than we could expect—for the last six months an average of 1000*l.* per month; this, upon a liberal allowance for working—say 200*l.* per month—will leave a net profit of 800*l.* monthly. Now, Sir, allow me to ask what has become of the money? If any shareholder asks to see the accounts, they are not to be seen—the secretary has not seen them, for he, unfortunately, cannot see. Again, reports say there have been heavy law expenses—that the principal director has expended a large sum to rid himself of a partner in the mine, in which he has not as yet succeeded—and some say never will. But, Sir, are the company's pockets to be drained to pay a director's law expenses, or the proceeds to be spent in law without it being known? It is also thought that a great deal of speculation has been carried on by persons employed on and about the mine, and that the directors have been informed of it, and with the names of the delinquents; if so, I trust it will be made public, or some of the shareholders may, in their own opinion, fancy the directors implicated.

I am, Sir, your obedient servant,

Finchchurch-street, August 4.

AN OLD SHAREHOLDER.

[We rather think that "An Old Shareholder" is a notice in mining, or he would not assume, with a return of ore of 1000*l.* a month, that 200*l.* was a "liberal allowance for working;" and we doubt, on reference to the accounts, whether a monthly profit of 800*l.*, or one-fourth that amount, can be shown. The refusal to exhibit the accounts (if fact) reflects great discredit on the directors, and would, we think, justify any shareholder in enforcing the right of inspecting them. We regret our correspondent should have descended to remark, however playfully, on the said visitation to which the secretary is subjected. With reference to the other points, we leave them to be explained by those better informed than ourselves.]

THE EFFECT OF FOREIGN ORES ON HOME PRODUCE.

A series of letters are now in course of publication in the *West Briton* from an anonymous correspondent, of which the following form a part—intended as an answer to the valuable communication of Mr. Treffry, which appeared in our Journal on the 11th ult. We shall give insertion to the remaining letters on the earliest opportunity—reserving our comments until the whole shall be before our readers. The letters themselves are well worthy of attentive perusal, as not only embracing much statistical information, but evidently emanating from a party well informed on the subject, however opposed may be his views to those of our correspondent:—

LETTER I.

SIR,—I wish Mr. Treffry could be prevailed upon not to make use of the mercantile question of the import of foreign copper ores for electrolizing purposes in the eastern division; one might then hope to approach the discussion of it in that candid spirit likely to elicit truth. It is really a matter of deep interest to the county, and a decision on it is not to be arrived at by loose assertions or vague declamation, but must be come to from a consideration of positive data, which, fortunately, we have within our reach. However, I mix not in party squabbles, and I leave it to some one better qualified to reply to Mr. Treffry's insinuations of unfair play to his still better regulated.

Two years ago, I was induced by Mr. Treffry's mis-statements, or in a-takes, to discuss this question; neither he, nor any of his party, then attempted to reply to me, or to support their gross exaggerations; as I left the subject, so I find it. I am prepared to maintain all the views I then took, and even to verify all the predictions I then made.

I agree with Mr. Treffry that the prospects of the mining population of Cornwall are a subject of much uneasiness, although not from the effects of the import of foreign ores, or any depression of the standard to be apprehended therefrom. I fear that several of the great Cornish mines, like Mr. Treffry's Fowey Consols, have seen their best days, that their increased expenses, now that they are becoming old and deep, have been met by drawing on the reserves of ore, and not from any reserved fund, laid by out of the large profits of prosperous days. In fact, too many of them have been worked on the principle of making profits as largely and as quickly as possible. There is no provision for a permanency. It appears almost but yesterday since Old Cronis, East Cronis, Penbrake, Wheal Squire, Wheal Charlotte, and a host of other mines, were in bonanza.

Something must be vicious in the system that leads so rapidly to the abandonment of mines, on almost the first reverse, which paid such enormous profits. The false principle is, the division of all the profits.

The anxious and important question arises—Is Cornwall likely to supply, on the principle now pursued, of getting out the profits as soon as possible, a succession of rich mines, with sufficient rapidity, to afford profitable employment to its dense and increasing mining population? I will yield nothing to Mr. Treffry in anxiety for the welfare of the working miner, yet I cannot conceive a greater curse for Cornwall than a few years of apparent mining prosperity, on the false foundation of high prices, to be followed by a depression, perhaps more permanent. Certainly, the mining population of Cornwall requires not to be increased in any accelerated ratio; the only way in which the county can be permanently benefited is in some discovery to cheapen production. The application of Boulton and Watt's engines to the unwatering of our mines, and the great practical economy subsequently introduced thereby by the Cornish engineers, gave a great extension to mining, which now, I fear, has found its limit. But, there is no limit to the increase of the population—that constantly presses on the means of subsistence, and has done so, particularly in Cornwall. The rate of wages in our mines will not bear reduction, unless you feed the miner cheaper, by repelling, the Corn Laws. Notwithstanding all the intelligence of our miners at home, they do not do well abroad—they do not settle well away from Cornwall. From the isolated situation of the county, and the infrequency of communication with the rest of England, the Cornish miner has taken little part in the travelling and other work required in the formation of railways, for which he is peculiarly qualified by peculiar habits, and for which a very high rate of wages has been paid. A large body of miners might have found profitable employment on the railways, which would have been a great relief to Cornwall. In the iron districts of South Wales, also, there has been a great want of

miners, and the rate of wages has been double that of Cornwall; but, although Cornish engineers, and Cornish engines, are to be found in every mining district of Great Britain, and Ireland, the working miner does not fix himself abroad. No doubt the greater mental resources arising from education and information, the better the mind is able to bear up and support itself, when severed from local associations, and hence it is that the working miner seems rather to prefer half starving at home, to braving his enemies abroad. I am aware that bodies of miners have gone to Ireland, and also to foreign countries; but they have not settled away from Cornwall, and have speedily returned.

The danger, then, that I apprehend to Cornwall, is that our mines will not increase co-extensively with our population. I think I perceive, on considering the returns for the last ten years, that the produce of our copper mines has reached its maximum. Unless some great simplification of the process of unwatering our mines be discovered (and I have great hopes that we are on the eve of it), it is useless to hope that many of the present old deep mines can escape the fate of Dolcoath, Wheal Unity, and Wheal Town, much less that any of them which are full of water will be set to work again. From the way in which all the backs are exhausted of ore before the pumps are drawn up, the re-working of such mines has proved a ruinous undertaking. Experience has proved in Wheal Alfred, Wheal Town, and elsewhere, that at any rate the old men knew when to stop a mine. The success of the Consolidated Mines can scarcely be deemed an exception, as the peculiar circumstances of the stoppage of these mines were well known in Gwennap.

I will return to this subject in another communication, when I will give a history of the Fowey Mines, as a fit exemplification of the Cornish system of exhausting a rich mine. I shall then show, that the enormous profits divided by Mr. Treffry and his co-adventurers, have been realised on a standard of 105*l.* ss., being the exact average of all the ores sold from the first workings; in 1822, to the 30th of June, 1840, whilst the average standard for the Fowey ores in 1838-39-40 was above 106*l.* For 1840, the average standard of the Fowey ores was 104*l.* 5*ss.*, being only 1 per cent. below what all the ores have fetched since the working of the mines. In fact, I shall show that Mr. Treffry's profits have ceased, not because the standard is lower than formerly, but because the excessive produce has comparatively exhausted his mines.

Copper ores were allowed to be imported from foreign countries for smelting in the 7th and 8th of George 4th. The import was very small for some years, the quantity introduced in 1829 being only 1053 tons of ore. As a comparison of the state of the copper mines before and since this alteration in the law, let us take the two decenary periods, ending with 1830 and 1840, as made up by Provis, to the 30th of June in each year.

COPPER ORES SOLD IN CORNWALL.									
	Ore.	Copper.							
	Tons.	Tons.	Money.	Produce.	Standard.				
1821	94,003	7,770	£599,642	84	£111 3				
1822	104,522	9,140	663,085	84	104 0				
1823	95,781	7,927	608,033	84	109 18				
1824	99,700	7,933	587,178	74	110 2				
1825	107,450	8,226	726,353	74	124 4				
1826	117,311	9,020	788,972	74	123 3				
1827	136,710	10,311	745,378	84	106 1				
1828	130,366	9,921	786,174	74	119 7				
1829	124,592	9,656	717,334	74	110 15				
1830	133,904	10,748	773,846	8	106 5				
10 years	1,134,219	90,548	£6,965,795		£1,117 18				
Average	113,421	9,054	696,579		111 15				
1831	144,402	12,043	£806,090	84	£99 18				
1832	137,357	11,047	825,612	84	100 14				
1833	138,300	11,191	858,708	84	110 14				
1834	143,296	11,225	887,902	74	114 4				
1835	150,617	12,269	893,402	84	105 11				
1836	140,981	11,646	957,752	84	116 10				
1837	140,753	10,832	908,613	74	119 12				
1838	145,608	11,527	857,779	74	109 3				
1839	159,214	12,468	932,090	74	109 17				
1840	147,049	11,056	792,750	74	108 5				
10 years	1,447,657	116,204	£8,720,618		£1,004 8				
Average	144,765	11,620	872,069		109 8				
incr. per ann.	31,344	2,566	175,490						

What will Mr. Treffry say to this statement? The produce of the copper mines of Cornwall has increased 28 per cent. in ten years, during which foreign ores have been admitted, whilst the average standard has only fallen 2 per cent. Does he expect an advancing price against an increasing production? I believe the article of copper stands alone, in having borne such an increased produce with so small a depression of price; for, not only has Cornwall increased, but Ireland, Wales, and Devonshire, have done the same. If we look at the prices of iron, lead, or spelter, we shall find a very different result. But it is not only in the aggregate that this comparison is interesting. Let us look at the uniform effect on the standard of sudden fluctuations in the produce of the copper mines, whilst a gradual increase is met by an enlargement of the copper market. In 1831, the produce of copper increased from 10,748 tons to 12,043 tons, and the standard dropped from 106*l.* to 100*l.* In 1835, the produce of copper again reached 12,269 tons, but the standard only dropped to 105*l.* In 1839, it again came up to 12,468 tons, but the standard maintained its 109*l.*

I am, Sir, your obedient servant,

July 29, 1840.

Y. Z.

[Our notice which precedes the above letters renders any remark on the present occasion unnecessary.]

The following letter, which appeared in the last Number of the *West of England Conservative*, will be found to bear upon the question, and further show that some "impediments" exist, which require explanation:—

SIR,—About two months ago I called the attention of a very large meeting of the adventurers in Tresavan mine to the state of the copper trade, and presumed to advise those who were infinitely more interested in the subject than I am, on the course to be adopted, in order to avert the impending calamity which the influx of foreign copper ore seemed gradually to be inflicting on the staple and all important trade of the county of Cornwall.

There appeared to be but one opinion at the meeting, and a committee was immediately appointed to consider my suggestions; and it was agreed we should meet the following Thursday (the ticketing day), at Truro, where I purposed (and at great personal inconvenience) attended, and submitted a sketch of a regulation to the sheriff to call a public meeting of the proprietors of lands, and adventurers in mines, in the county, which the committee adopted, and a considerable number of names of highly influential gentlemen were instantly attached to it; and it was agreed the committee should I divinely seek for additional names; that when a sufficient number were obtained, the chairman (Mr. Plummer, of Helston) should forward it to the sheriff. Within a week or ten days I sent some additional names to the chairman; my avocations having called me from the county, I was unable to take a more active part in this momentous question. I naturally looked at every Cornish paper, in the hope of finding that the sheriff had been pleased to comply with our request, and not finding any notice for some weeks, I wrote to the chairman to ask the cause of delay. In reply I was given to understand there were some impediments (I but of what nature (or from what cause it arose) I could not quite comprehend. From that day to this I have not ventured to interfere, feeling that, although I have paid many thousands in mine adventures in the county within the last twelve months, it might be deemed presumptuous in me to move further in the matter, whilst there were so many influential gentlemen in the county, whose attention has been called to the subject.

On my return from the north, after a long absence, yesterday I accidentally saw in your paper of the 23rd ult. a very sensible, and (coming from such a quarter) most important letter from Mr. Treffry, of Place House. It is due to my self, I think, that the explanation contained in this letter should be given, and that part of Mr. Treffry's letter, in which he says "I am at a loss to know what could have legitimately stopped a requisition to the sheriff" should be answered; and I am impelled and emboldened again to urge the gentlemen of the county, and protectors of the working classes, the indefatigable labourer, to follow up this matter with earnestness. I treat their attention to Mr. Treffry's incoherently stated statements, and appalling truths, for the sake of the tens of thousands of miners, who even now are gaining a bare pittance, and that too, not from the produce of the mines, in which they are slaving, but out of the pockets of the adventurers, who are really not to receive 3 per cent. for their money, and vast numbers have been ruined. The claims of the adventurer to a protecting duty on the enormously increasing importation of foreign copper, are so obvious, that it had been submitted to Government when I first suggested it (when they, with unusual discretion and honesty, refused to take off, or alter the protecting duty on the importation of foreign corn, and were about to do so on us, which they have since done, additional taxes) I ask, upon what pretence could they refuse it without the most manifest injustice? No, they would have been too big to do this; the Cornish members, you must put our worthy, loyal, and brave Cornish miner, on a par with the agricultural labourer—in doing which you will not only render an obvious justice, but (and this would be the most important and momentous to the Government) you will increase the revenue essentially, which it is known we never more wanted. It is truly alarming to reflect on the vast number of mines that have within the last twelve months been abandoned, and the consequent competition for work

amongst the half-starved miners. I agree with Mr. Treffry in opinion that too much has already been obtained by agitation; but if an honest representation of the facts connected with the mining interest should fail to secure to the industrious and ind-fatigable miner the means of obtaining wherewith to maintain himself and starving family, I am very certain that at no very distant period "one and all" will be "up and at them;" nevertheless, I still hope this calamity may be averted, by the timely interference of Mr. Treffry and other influential proprietors, and adventurers of mines in the county.

I trust you will allow me a place in your columns, and I beg to ask the committee why so much apathy exists—why this all-important subject has been allowed so long to slumber?

I am, Sir, your very obedient servant,

JOHN SMITH.

Decoart, July 30.

COMPARATIVE DANGER OF HIGH AND LOW-PRESSURE STEAM-ENGINES.

A steam-boat that was built by order of the Belgian Government, to ply on the Scheldt, and furnished with high-pressure engines, has been for some time past lying idle in the basin at Antwerp, in consequence of a representation having been made to the senate, that the use of such steam-boats would be dangerous. This circumstance has given rise to a discussion of the comparative danger of high and low-pressure engines, and the Brussels paper, the *Fana*, remonstrates with the government for permitting what it terms a ridiculous prejudice to prevent the use of steam-boats built upon principles of superior safety. The *Fana* observes, that it has been demonstrated by M. Arago, that high-pressure engines are much less dangerous than low-pressure ones; and the writer rather inappropriately refers to the practice in America, as a proof of the safety of such engines.

The boilers of low-pressure engines in France, are, by royal ordinance to that effect, obliged to be proved to five atmospheres, or to 75 lbs. to the square inch; and a high-pressure boiler must be able to resist from 20 to 25 atmospheres; according as it is intended to be worked to five or six atmospheres of pressure. Now there is no low-pressure engine (re-marks the *Fana*) in which the steam may not be rapidly raised to a pressure of five or six atmospheres without intending it; whilst, in the experiments of Gay Lussac, M. Arago, and De Darcet, the pressure of steam could not be carried higher than 24 atmospheres. In addition to this, the tubular boilers of the Antwerp steam-boat being protected from the principal cause of the explosions which arise from the boilers getting red-hot, it would be almost impossible to burst them even were the attempt to be made. This is the principal advantage of locomotive boilers; they never burst, and though sometimes a tube may split, such an accident is never attended with fatal consequences to the passengers. High-pressure engines are much more simple in their construction, and are more certain in their operation, than engines of low-pressure, which require a great deal of additional machinery, and are consequently much more likely to get out of order.

RAILWAYS IN FRANCE.

The suitability and utility of railway communication in such a country as France, renders it a matter of astonishment that they should be so far behind us in this species of enterprise. Their great roads are the best in the world; they have expended vast sums in constructing canals—all with a view to facilitate the internal communication of the country. It is, however, well known that the means of intercourse in France is dilatory and expensive. The great expense of overland carriage renders the cost of commodities to the consumer very considerable; and although the canals are a less expensive mode of conveyance, they are far from being popular, and are never likely to be so. Nothing is consigned to this conveyance that may not be motus upon the voyage; and no certainty seems to be entertained as to the duration of time that may be occupied in transmitting either goods or passengers. The passage between Lyons and Paris, or Paris and Strasbourg, may be hastened, which often occupies two or three months.

The country, moreover, is said to be well suited for railway operations; it is, generally speaking, flat—physical obstructions, therefore, do not exist, and all that prevents France being traversed and intersected by railways, appears to be some local prejudices and certain political differences, which, happily, appear to be giving way.

There are at present in France three very extensive lines of railway in course of construction; one from Paris to Orleans, to serve as a trunk for the Spanish line by Bordeaux, and also the grand central line. The second, from Paris to Rouen, forms two-thirds of the route from Paris to the sea, and the obstacles that recently existed to the formation of the line from Rouen to Havre having been removed, that most indispensable continuation of the Rouen line will, in all probability, be commenced forthwith. The third, from Strasbourg to Basle, extends over one-half of the distance that separates the steam navigation of the Rhine from that of the Rhone and the Saône.

The passing of the bills for these measures having been accomplished during a short, or, at least, troubled, session of the French Parliament, considerable hopes are entertained of the ultimate extension of railway communication in the country. The assistance given by government has completely reawakened the taste of the country for this species of enterprise—a proof of which is seen in the spirit and activity displayed by the associations entrusted with the completion of the lines we have mentioned. The French appear at length to have become aware of the immense advantages that must result from having their country traversed, and their widely-scattered manufacturing and commercial cities connected by railway communication.

THE COAL TRADE COMBINATION.—The largest meeting of coal-owners, probably, that was ever held, took place in Newcastle on Thursday last, to consider whether the "combination" should be continued or abandoned. There were present the representatives of 98 collieries out of 101 (the total number); and after what we are bound to presume was due deliberation, a determination was come to unanimously, to continue the present suicidal system. What the effects of that system are, even upon the coal-owners themselves, may be judged of by the fact, that in 1834 there were only 64 collieries in operation in this district—whilst now there are 101.—*Gateshead Observer.*

NEW KIND OF TIN PLATE.—M. Budy has formed a superior tin plate of iron and nickel. It is five or six times harder than that now in use, and is very advantageous for culinary utensils, as it does not communicate any colour to sauces, which common tin plate frequently does.—*Athenaeum.*—[This may be all very well, but the cost of nickel must preclude the general use of this material.—Ed. M. J.]

THE RIVER DANE VIADUCT.—The contract for this work, over the river Dane, has been let to Messrs. Holmes and Tomkinson, of Liverpool (the firm who are erecting the splendid viaduct over the valley and the river Mersey, in Stockport), for between 50,000*l.* and 60,000*l.*, and is to be completed in eighteen months.

JUNCTION OF THE LIVERPOOL AND LEEDS RAILWAYS.—We understand that the two companies have at length agreed as to the terms of completing this junction, the Leeds company bringing their line from St. George's-road to the river side near Hunt's Bank, and the Manchester and Liverpool company extending their line to the other side of the river; the bridge connecting the two to be erected at their joint expense.—*Liverpool Times.*

MANCHESTER AND LEEDS RAILWAY.—On Saturday last, an experimental trip was made on part of the unopened line of this railway, for the distance of a steen miles, commencing at Hadden-bridge, and continuing to Bradley-wood, near Milford. The general opening of the line is anticipated to take place in November.

THE ATMOSPHERIC RAILWAY.—The following extract, from the *Hamburgh Correspondent*, of the 28th ult., shows that the people on the continent have directed their attention to the important results which may be contemplated from the simple arrangement and process of propelling carriages and trains along railways by the application of steam-pressure air:—"Berlin, July 25th, 1840.—Our director of the Prussian Ministry, Dr. Boeth, has gone over to London, by way of Hamburg, in order to take personal cognizance of this new invention, with a view of applying it to the projected Royal iron railway from Halle to the Rhine—a distance of 360 or 400 miles.

CHIMNEYS.—If, when a chimney is built, the mortar with which it is to be plastered be mixed with salt, there will be no necessity for sweeping it, as, in every damp spell of weather, the salt deliquesces, and the sand will, of course, fall down. I do not write altogether from theory on this subject, for I know an instance of a chimney which was treated in the above manner, twenty-nine years ago, which has been in constant use every winter since. Part of the time a fire-place was used, with a grate and hot-water coil, but now with a stove and wood. The stove pipe frequently catches fire, which is suffered to burn into the chimney without any apprehension of danger. I merely mention these facts as hints to induce inquiry.—*Correspondent of an American paper.*

on 21 - Hawell 22 - Hutton 22 3 - Lambton 21 6 - Rayson 21 -
- Stewart's 23 - Hartlepool 22 6 - Heynes on Tues 29 6 - Tues 12 - Tues 12 (17,
as arrived, 60

JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid.	Price.	per share.
25,000	Agric. & Com. of Ire.	25	10	..	..
10,000	Australasia	40	40	62s	8
5,000	Ditto (New)...	40	40	56s	..
10,000	Birmingham Bank.	50	10	23s	10
500,000	British Lines Co.	100	100	..	8
20,000	British North Amer.	50	40	37	6
100,000	Commercial Engl...	5	5	37	7
20,000	Commercial London	100	25	38	..
5,000	Colonial	100	25	38	..
5,000	Dervon and Cornwall	25	25	45	5
3,000	Equitable Loan Co.	..	9	16	..
10,000	Gloucestershire	50	10	30	10
6,000	Hampshire	50	5	9	10
10,000	Hibernian	100	25	21	4
4,000	Ionian State	25	5	..	..
30,000	London & Westmins.	100	20	24s	6
5,000	Lancaster	..	100	20	10
25,000	Liverpool...	100	12s	21s	10
60,000	Long Jointure & Co.	20	14	5s	5
40,000	London & County	20	10	9	5
50,000	Manch. & Liver. Dis.	100	13	11s	24
20,000	Manchester...	100	25	27	7
25,000	Monm. & Glamorg.	20	10	18	10

Northampton, Union	29	5	14	14
North & South Wales	20	5	10	6

20,000	Natl. Bank of Ireland	80	178	18	5	Am
10,000	Nat. Provinci. Engi.	100	35	364	6	Am
10,000	Ditto New	20	10	11		
80,000	Nor. & Cent. B. of Eng.	10	5	5		De
10,000	North Wilts.	25	5	102	7	
20,000	Prov. Bk. of Ireland	100	25	45	8	De
4,000	Ditto New	10	10	18		
60,000	Union B. of London	50	5	54	8	De
10,000	Union of Australia	25	20	364	18	Am
10,000	Ditto New	20				

W. of Eng. & S. W. Dis	20	120	120	2
Wilts and Dorset ..	15	84	84	6

GAS LIGHT AND COKE COMPANIES				
10,000	Ainslie	10	5	
2,500	Barnard	20	16	22
600	Bradford	25	25	
5,000	British	40	18	18
5,000	Do. Provincial	20	19	25
928	Birmingham	77	77	96
2,400	Birm. & Staffordshire	50	50	77
600	Brentford	50	50	16
4,250	Bristol	20	20	36
2,350	Brighton	20	20	11
2,471	Brigton General	20	20	94
263	Carlisle	50	50	
4,000	Continental Consolidated	50	62	110
7,000	Do. New	50	12	24
240	Canterbury	50	50	55
700	Chelmsford	30	50	42
500	Cheltenham	50	50	78
10,000	City of London	100	100	195
1,000	Do. New	25	75	50
500	Coventry	25	25	24
200	Derby	50	50	
180	Dover	50	50	
600	Dudley	20	20	17
4,500	Edinburgh Coal Gas	75	25	
240	Exeter	50	50	
10,000	European	50	50	20
4,450	Glasgow	25	25	11
20,000	Greenwich Railw. Gas		1	
10,000	Imperial	50	50	26

Bonds.....	100	100	..	4
Swich	10

800 Isle of Thanet	25	20	18	5
2,350 Independent	50	30	50	6
240 Leicester	50	50	-	-
750 Leith Coal Gas	20	20	-	-
800 Liverpool	242	242	70	17
Do. N. Gas and Coke	100	100	-	-
Do. (New Do.)	-	60	-	-
200 Maidstone	50	50	100	10
9,000 Phoenix	50	39	32	4
579 Portsea	-	55	-	-
304 Poplar	50	50	80	8
1,000 Ratcliff	100	80	63	5
460 Rochdale	50	45	-	-

gate	11	139	..
with Metropolitan ..	50	22	19	4

1,600	Sheffield	10	164	5	Oct
1,000	Shrewsbury	10	10	5	Nov
120	Swansea	50	50	5	Nov
9,000	United General	50	47	34	5 Oct
240	Warwick	50	50	50	5 Jan
400	Wakefield	25	25	229	16 Oct
750	Warrington	20	20	20	5 Oct
12,000	Westminster Chartered	50	50	50	5 Feb
6,000	Ditto New	50	10	11	128 Dec
200	Worthing	50	50	50	5 Dec

South.....	-	-	-	-
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DOCKS.					
100,1563 Commercial.....	100	100	66	3	Jul
East and West India					
Stock.....	100	100	102	5	Jul
1,038 East Country.....	100	100	10		
1,258,3104 Es 10 London, Btk			66	3	Dec
Ditto Bonds.....			100	4	Dec
2,209 Bristol.....	147	147	74	1	Oct
5,3244, Ditto Notes.....			108	5	Nov
870 Folkestone Harbour	50	50			
Ditto Ditto Bonds.....					
15,000 Ditto Bonds.....	50				
1,000 Grand Collier Docks	10	1			
352,752 ST. Katharine, Stock	100	100	61	5	Jul

Bonds for 10 years	99 1/2	4
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7,500	Depford Pier	20	3	11	..	-
7,000	Southampton	30	13	6	..	-
BRIDGES.						
1,600	Hammersmith	50	50	22	1	Jan
2,331	Southwark w. new sub.	634	634	24	..	-
2,700	Do. New of 74 per cent.	56	56	15	14	Jan
5,848	Vauxhall	704	704	23	19	Jan
5,000	Waterloo	100	100	3	..	-
5,000	Do. old Annuities of 81.	60	60	204	228	Jan
5,000	Do. new do. of 71.	40	40	18	19	Jan
5,000	Ditto Bonds	..	..	120	..	-
WATER WORKS.						
600	Birmingham	25	25	21	100	Jan
121	Colchester	100	100	..	..	-
453	East London	100	100	167	7	Jan
500	Glasgow	80	80	-
600	Grand Junction	414	414	68	24	Jan

ool Bottle	220	220	320	10
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1906	New River Lond. Bridge	50	24	Col.
1906	Water Annuities	50	24	Col.
1906	Manchester & Salford...	50	50	57	1	...
1906	Portsmouth Island	50	50	51	1	...
1906	Portsmouth & Farringdon	50	50	57	1	...
1906	Kamsgate	10	8	10	1	...
1906	Vauxhall, late So. Lond.	10	8	10	1	...
1906	West Middlesex	624	624	102	4	...
1906	York Building Co. L. P.	100	100	36	17	...

ROADS.						
1906	Archw. and Kent Tu.	30	30	...	...	...
1906	Barking	100	100	254	1	...
1906	Compton	100	100	73	1	...
1906	D. East Ind. Dock	100	100	9	1	...
1906	Great Dover Str.	...	70	...	...	...
1906	Highbury Archway	...	302 8	3	1	...
1906	New North Rd. Stock	100	100	...	...	...

LITERARY INSTITUTIONS.						
1906	Adelaide Gal. of Science	25	...	18
1906	Adelaide G. B. Soc. & Lib.	25	...	18

College	100	100	100	..
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